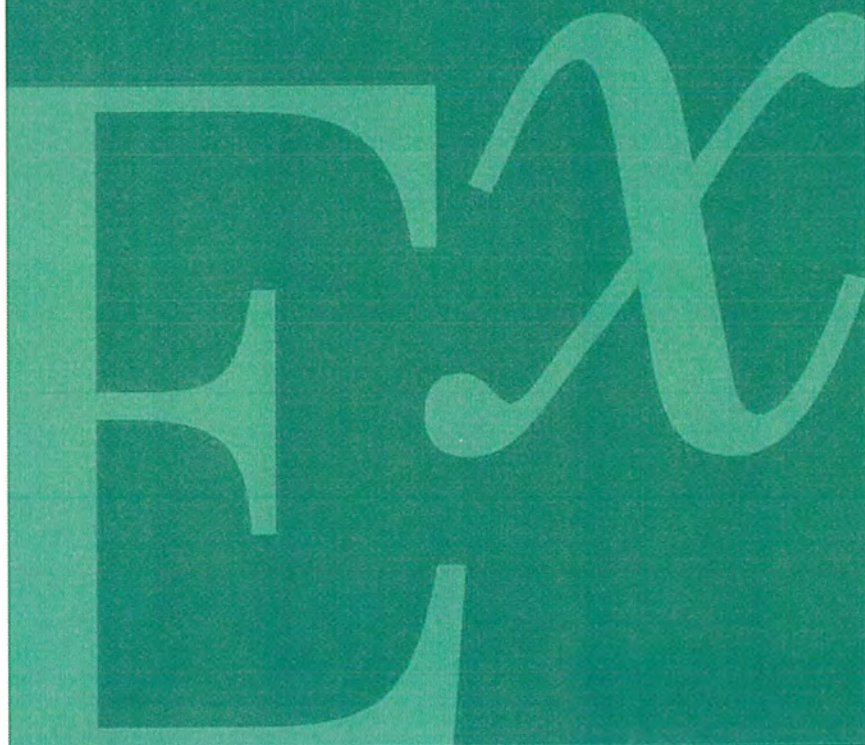


EXHIBIT 5
PART TWO

Exponent[®]

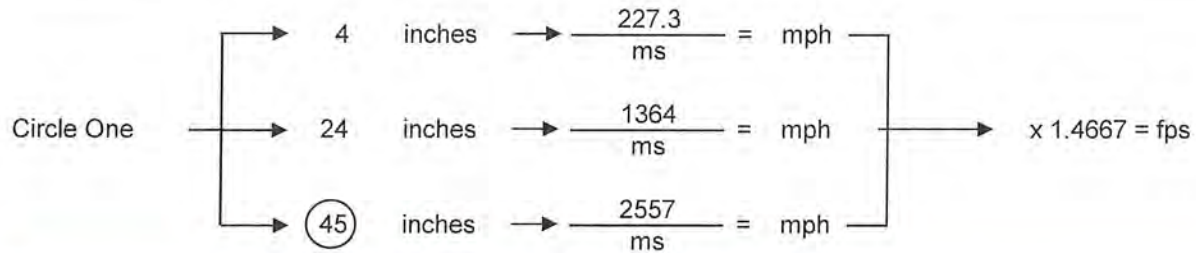
Test Results





SPEED TRAP COUNTER LOG

PROJECT NO:	2210759	PROJECT NAME:	TEC2210759	TEST DATE:	5/15/2023
OPERATOR:	CLC	SPEED COUNTER S/N:	0001	CALIBRATION DUE DATE:	5/8/2024
COMMENTS:	DNR=DID NOT RECORD				

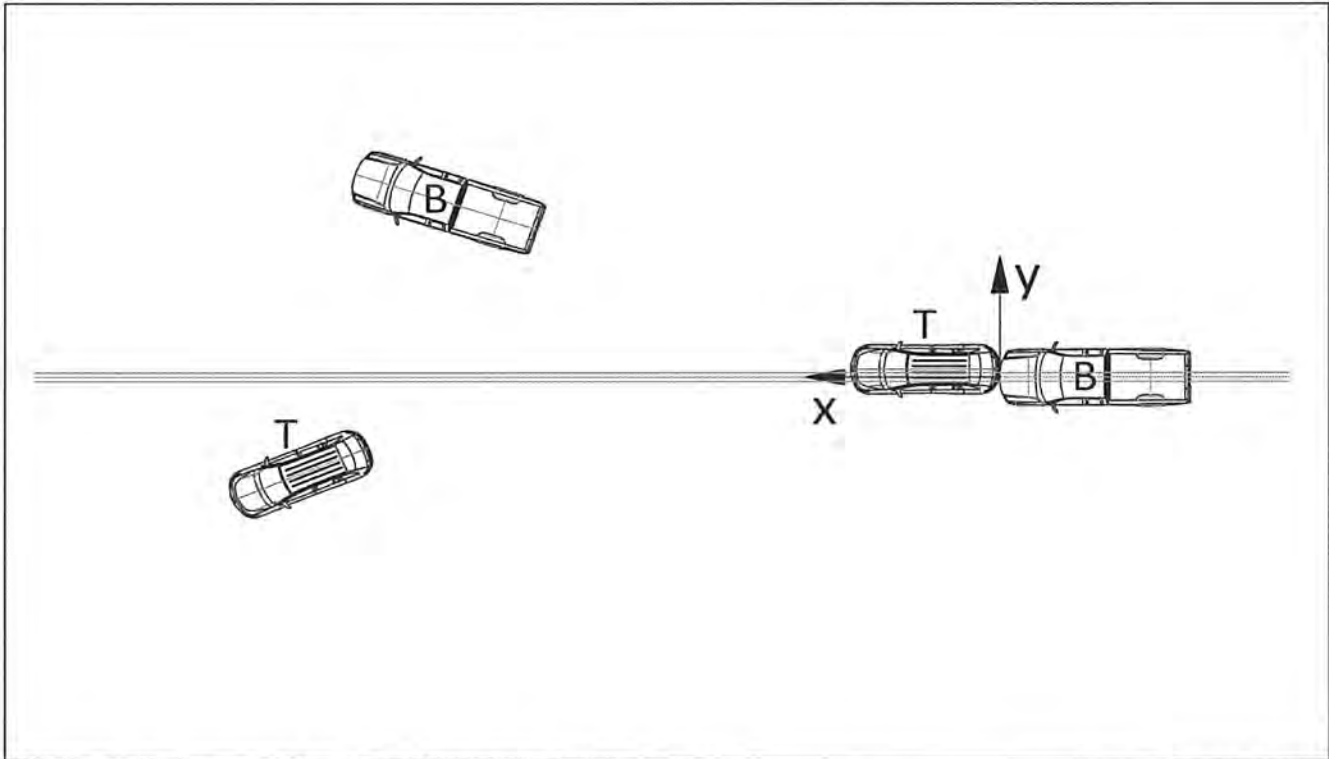


Test ID		Time [ms]	Speed [mph]	Speed [fps]	Checked By
051523	Channel 1	--	DNR	DNR	RFB
	Channel 2	--	49.9	73.2	
	Average	--	49.9	73.2	



VEHICLE REST POSITION SUMMARY

PROJECT NO:	2210759	
PROJECT NAME:	TEC2210759	TEST DATE: 5/15/2023



Reference System: X AXIS - Centerline of Main Guide Rail
Y AXIS - Perpendicular to Centerline of Main Guide Rail

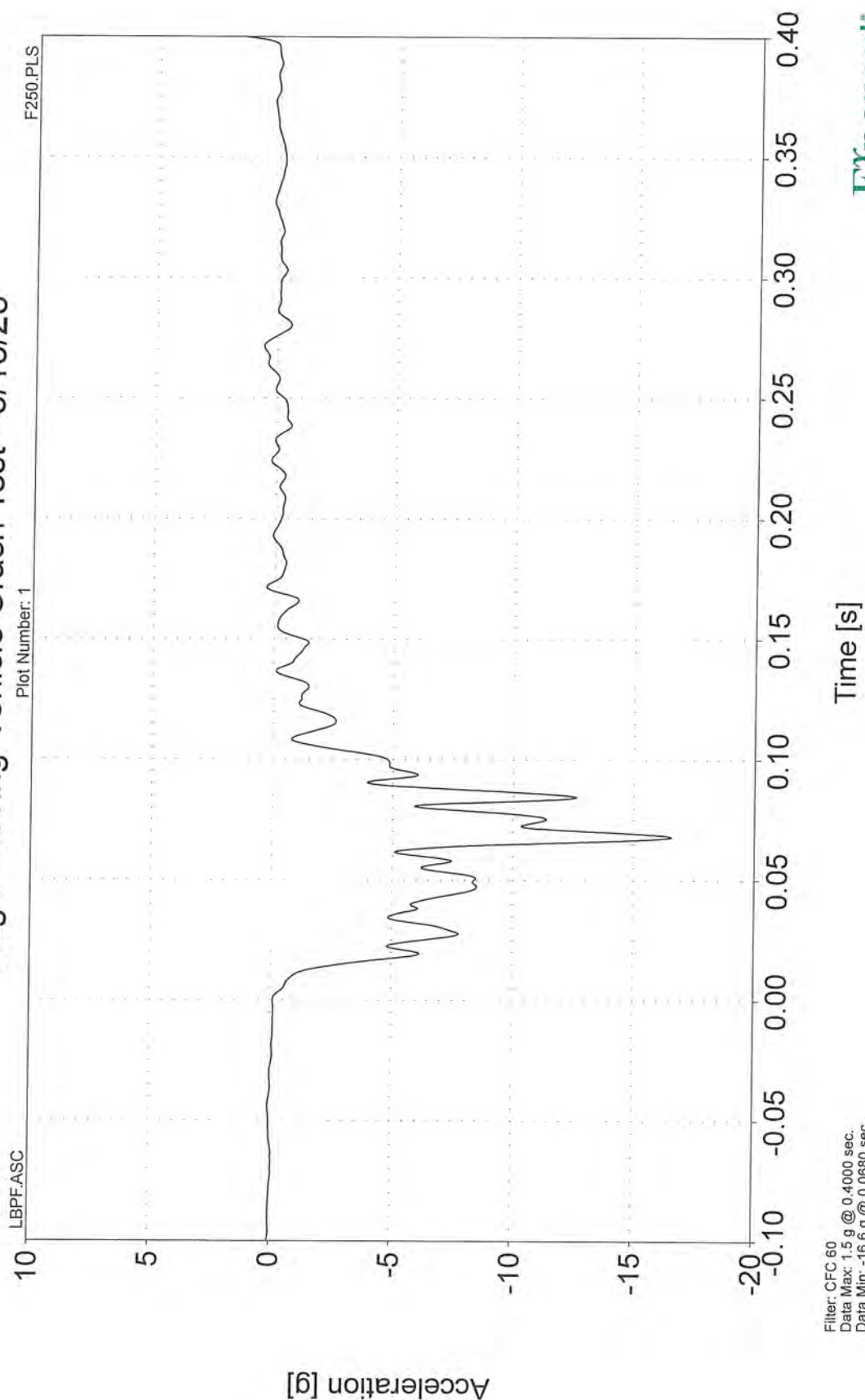
NOTE: NOT TO SCALE

DESCRIPTION	IMPACT		REST		TOTAL DISP.	
	X	Y	X	Y	X	Y
FORD ESCAPE (T)						
Left Front Wheel	11.8	-2.0	129.1	-17.9	117.3	-15.9
Right Front Wheel	11.8	3.8	131.0	-12.5	119.2	-16.3
Left Rear Wheel	3.2	-2.0	121.5	-14.7	118.3	-12.7
Right Rear Wheel	3.2	3.8	123.1	-9.8	119.9	-13.7
FORD F-250 (B)						
Left Front Wheel	-3.3	-3.3	118.0	22.3	121.3	25.7
Right Front Wheel	-3.3	3.3	114.7	28.6	118.0	25.3
Left Rear Wheel	-16.4	-3.3	105.0	18.4	121.4	21.7
Right Rear Wheel	-16.4	3.3	103.0	24.6	119.4	21.3

NOTE: ALL DIMENSIONS IN FEET

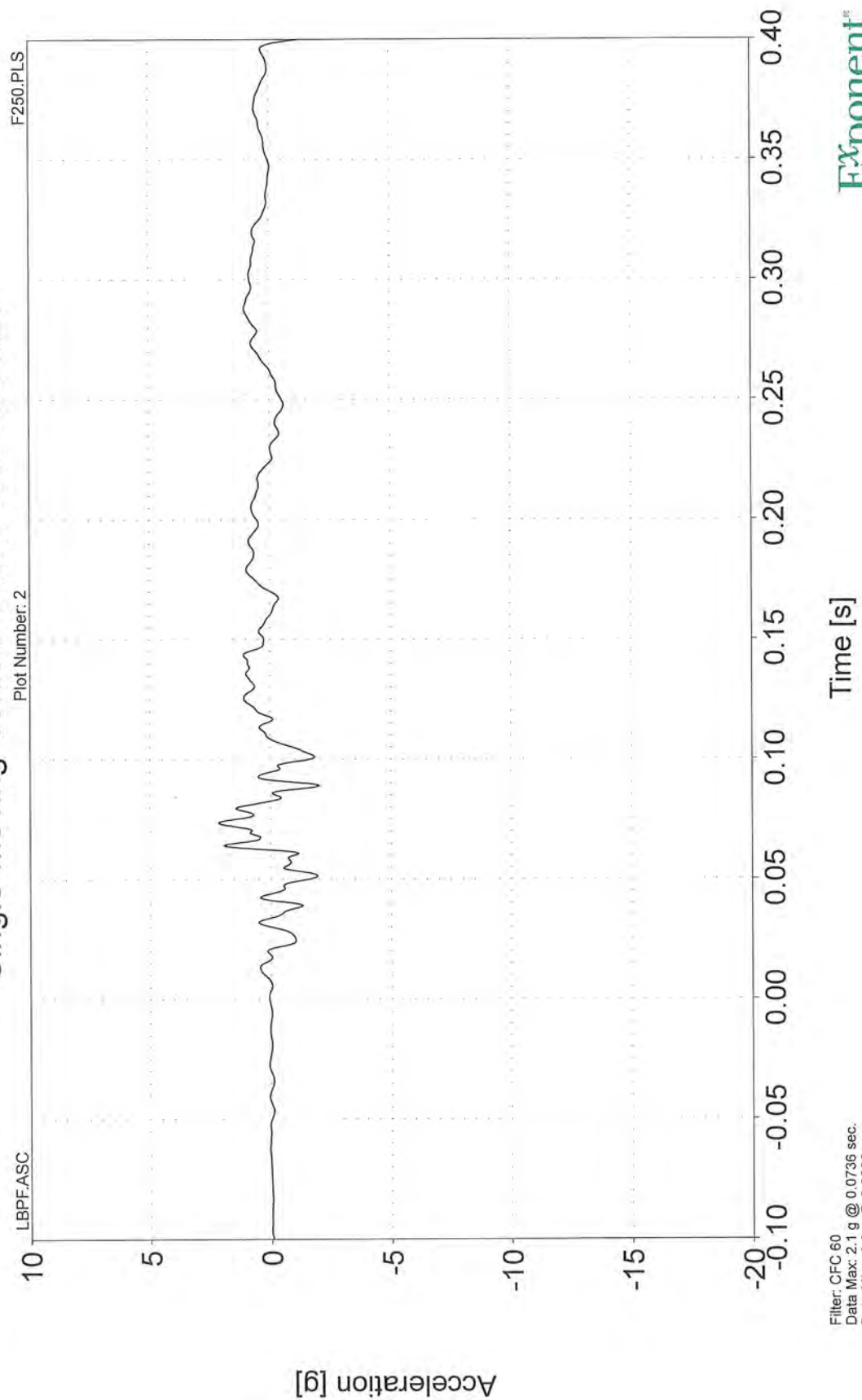
Longitudinal Acceleration v Time

Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



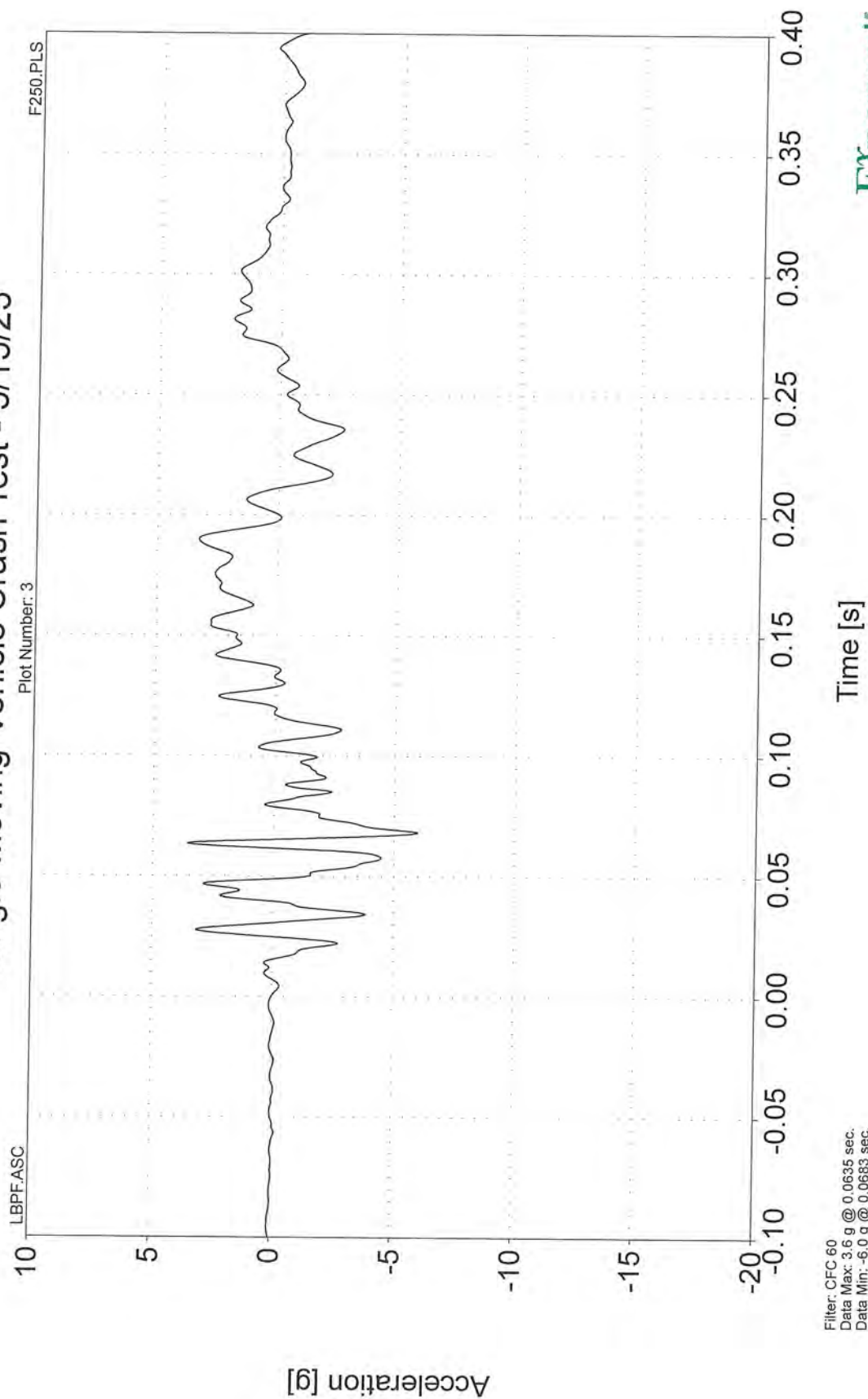
Lateral Acceleration v Time

Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



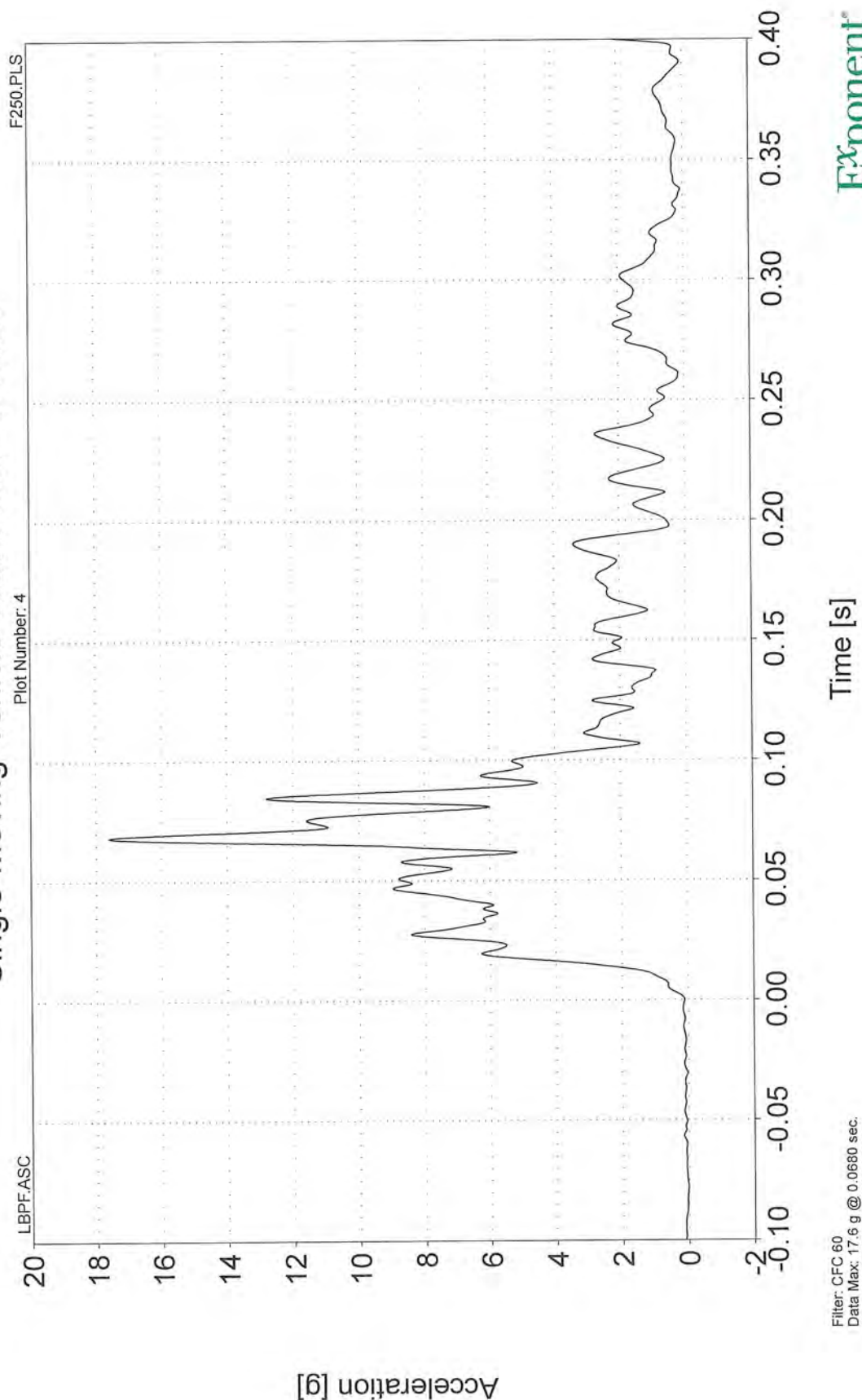
Vertical Acceleration v Time

Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Resultant Acceleration v Time

Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



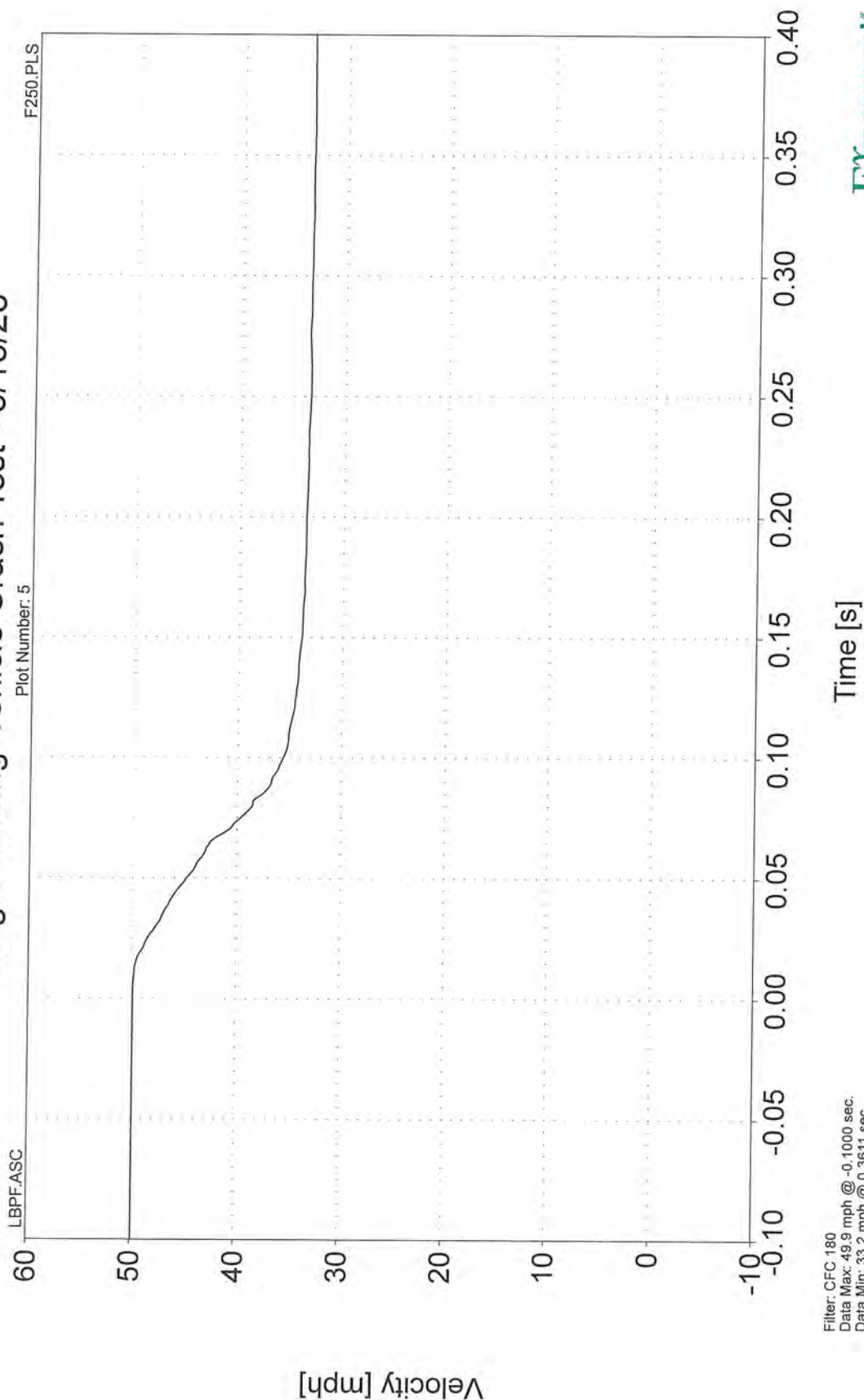
Filter: CFC 60
Data Max: 17.6 g @ 0.0680 sec.
Data Min: 0.0 g @ -0.0777 sec.

TEC2210759
2210759

Exponent

Longitudinal Velocity v Time

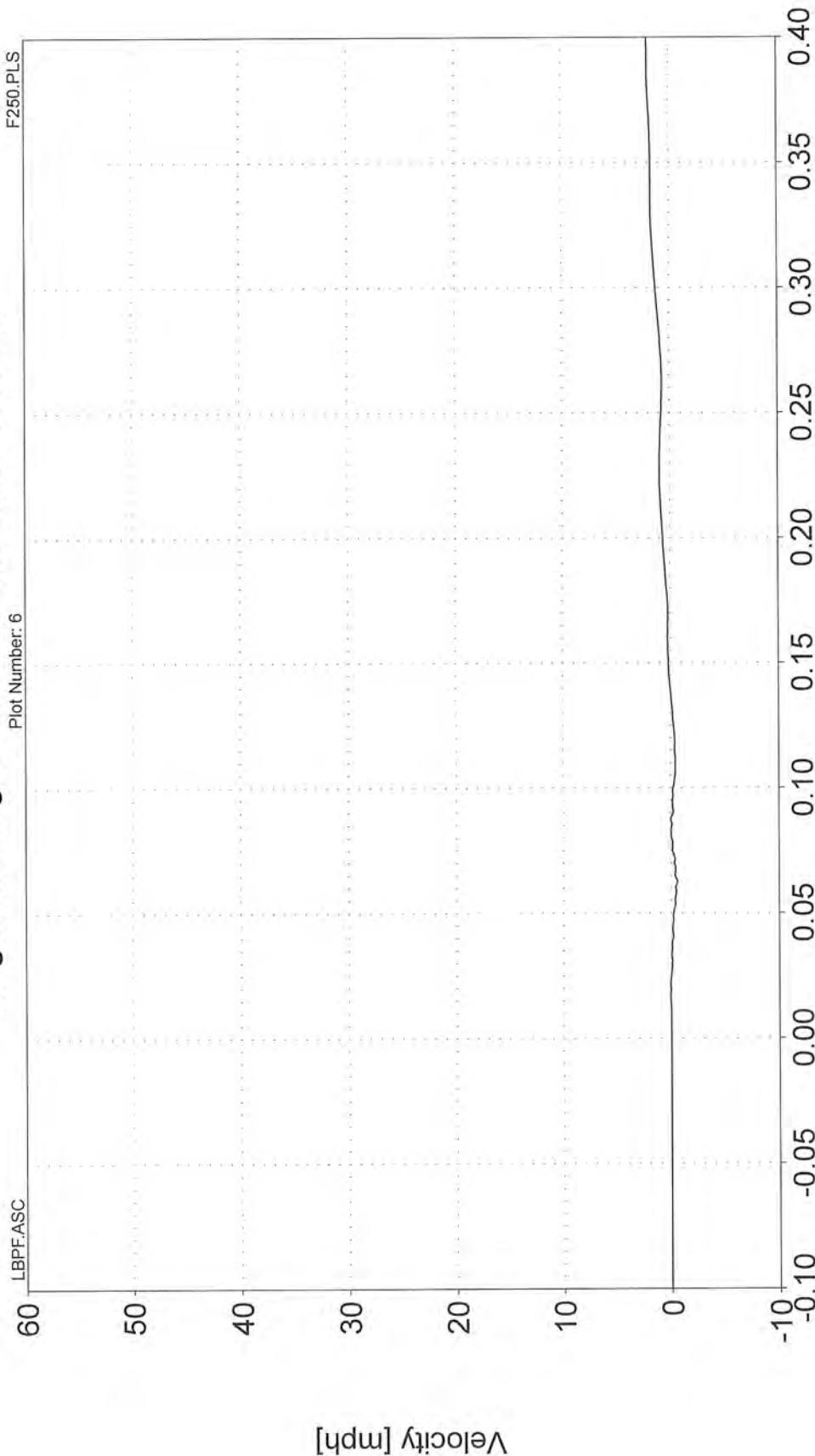
Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Exponent®

TEC2210759
2210759

Lateral Velocity v Time
Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



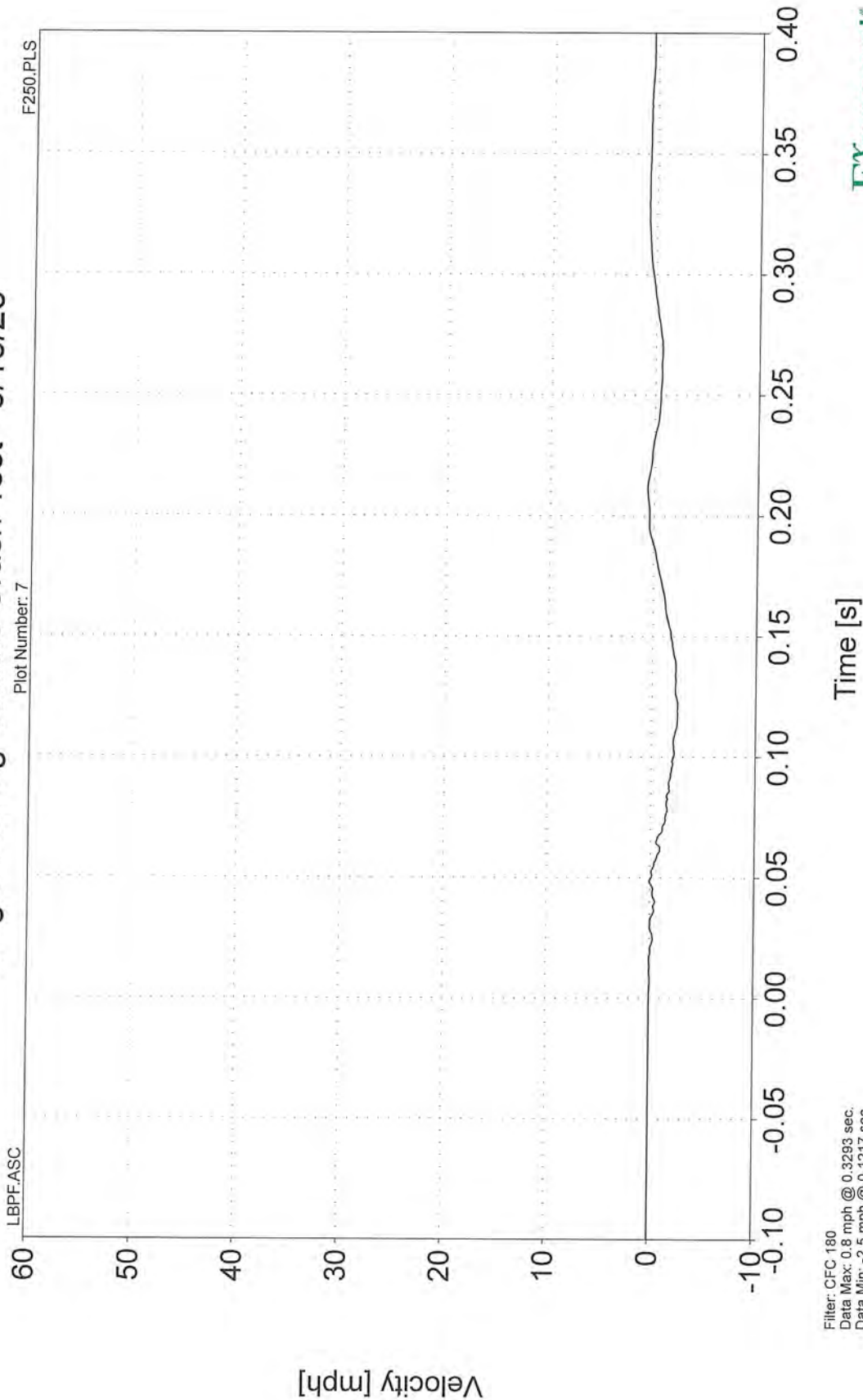
Filter: CFC 180
Data Max: 2.0 mph @ 0.3995 sec.
Data Min: -0.6 mph @ 0.0625 sec.

TEC2210759
2210759

Time [s]

Exponent[®]

Vertical Velocity v Time
Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

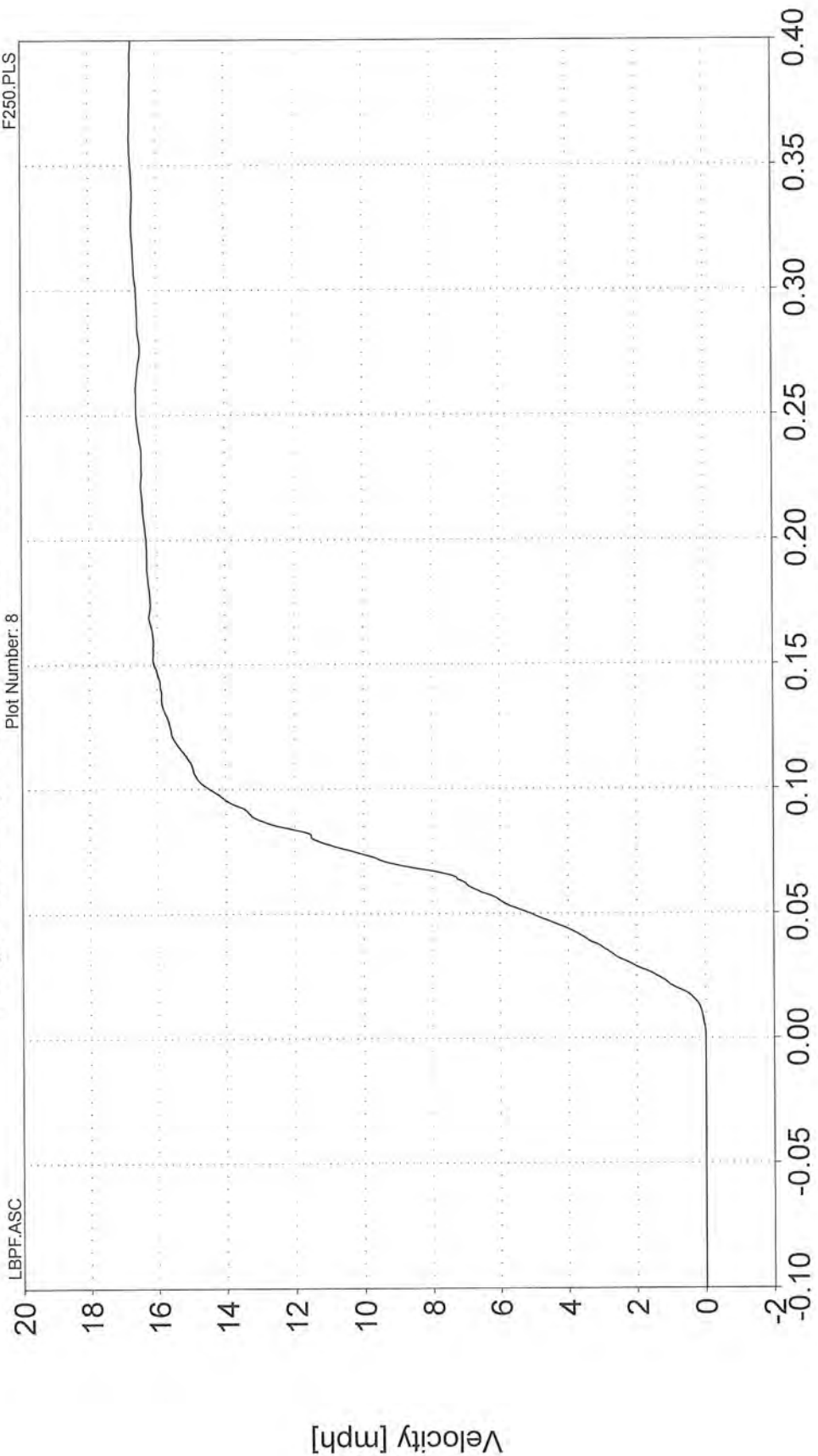


Filter: CFC 180
Data Max: 0.8 mph @ 0.3293 sec.
Data Min: -2.5 mph @ 0.1217 sec.

TEC2210759
2210759

Exponent®

Delta Velocity v Time
Left Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

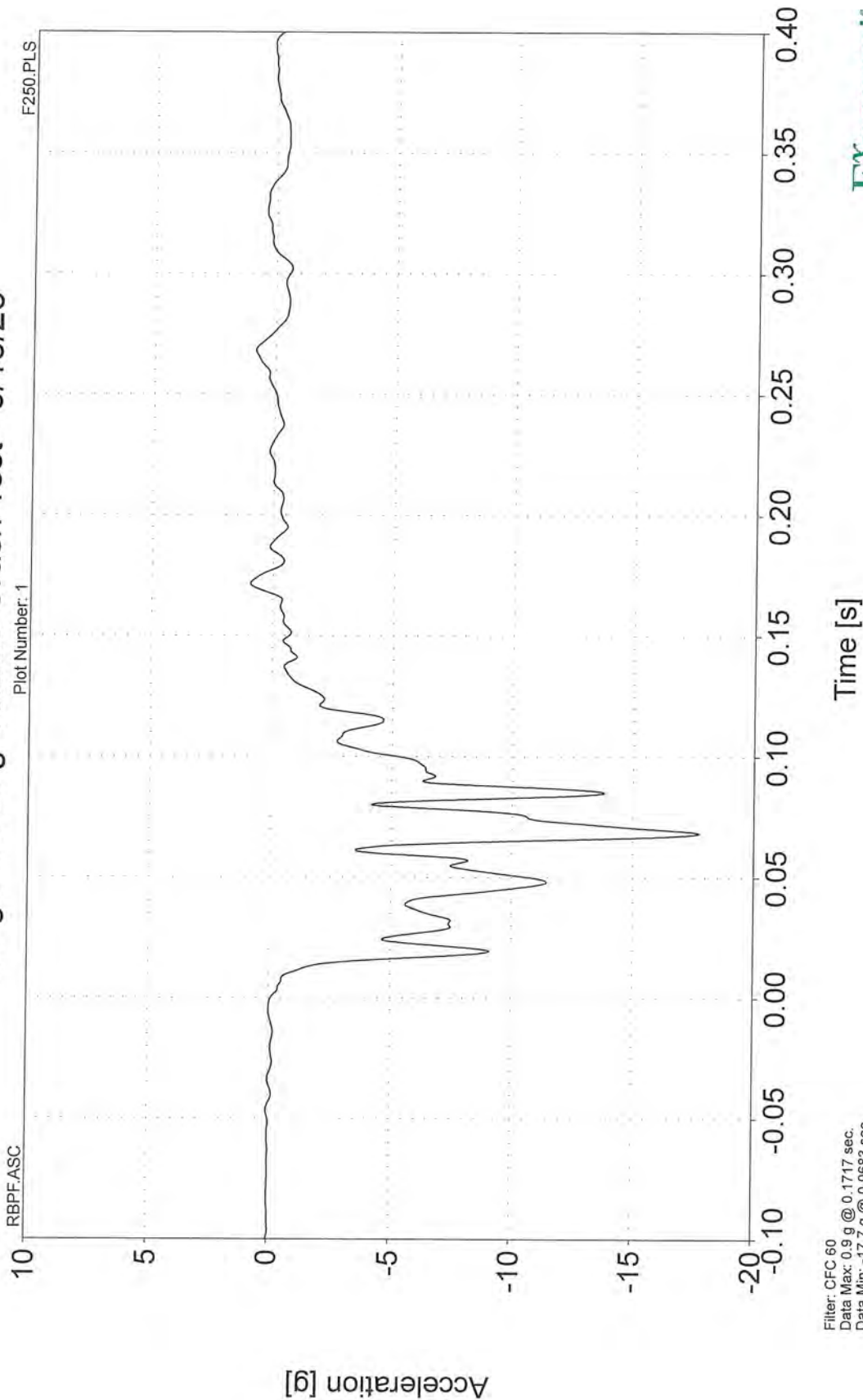


Filter: CFC 180
Data Max: 16.8 mph @ 0.3612 sec.
Data Min: 0.0 mph @ -0.1000 sec.

TEC2210759
2210759

Exponent®

Longitudinal Acceleration v Time
Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



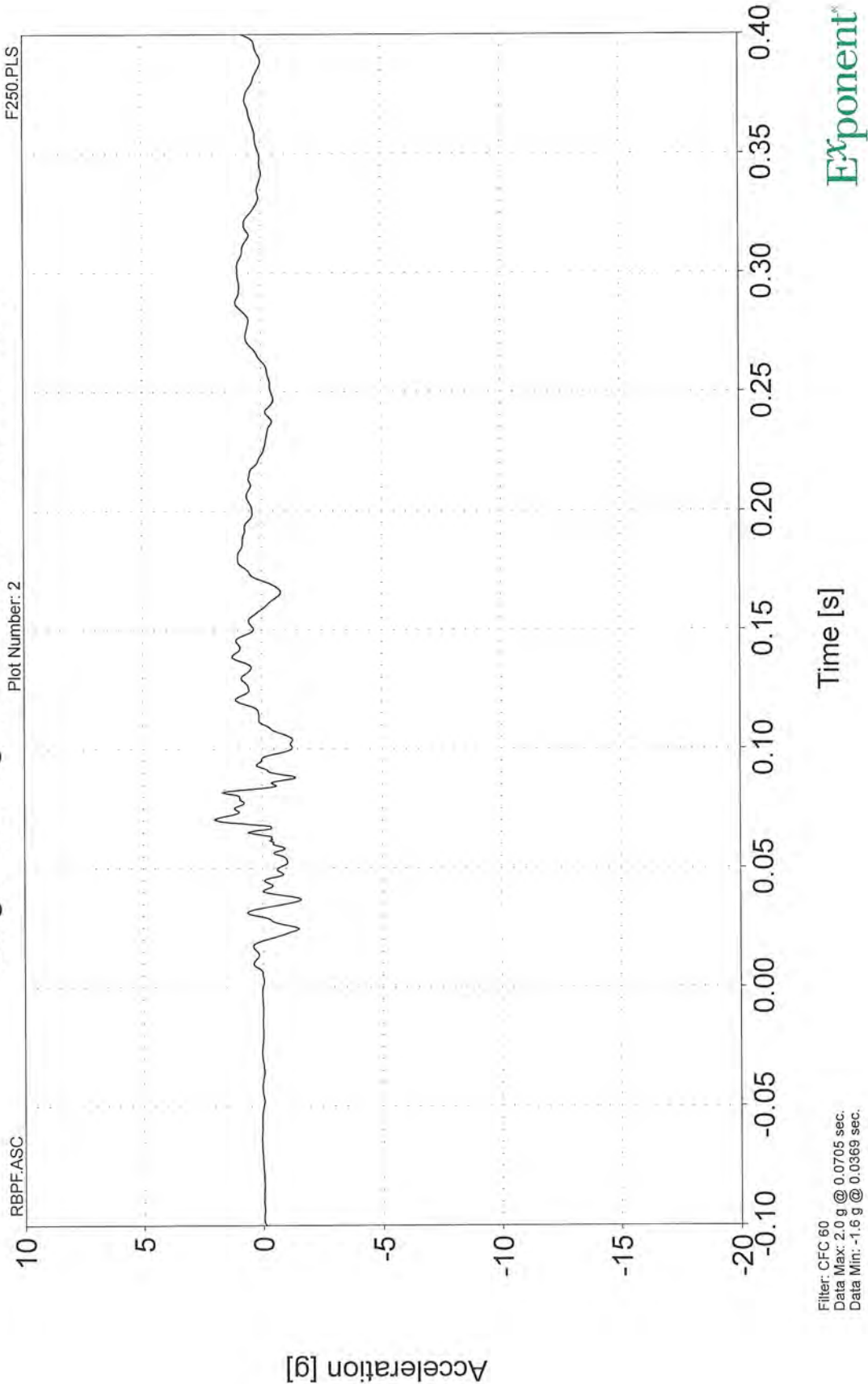
Filter: CFC 60
Data Max: 0.9 g @ 0.1717 sec.
Data Min: -17.7 g @ 0.0683 sec.

TEC2210759
2210759

Exponent®

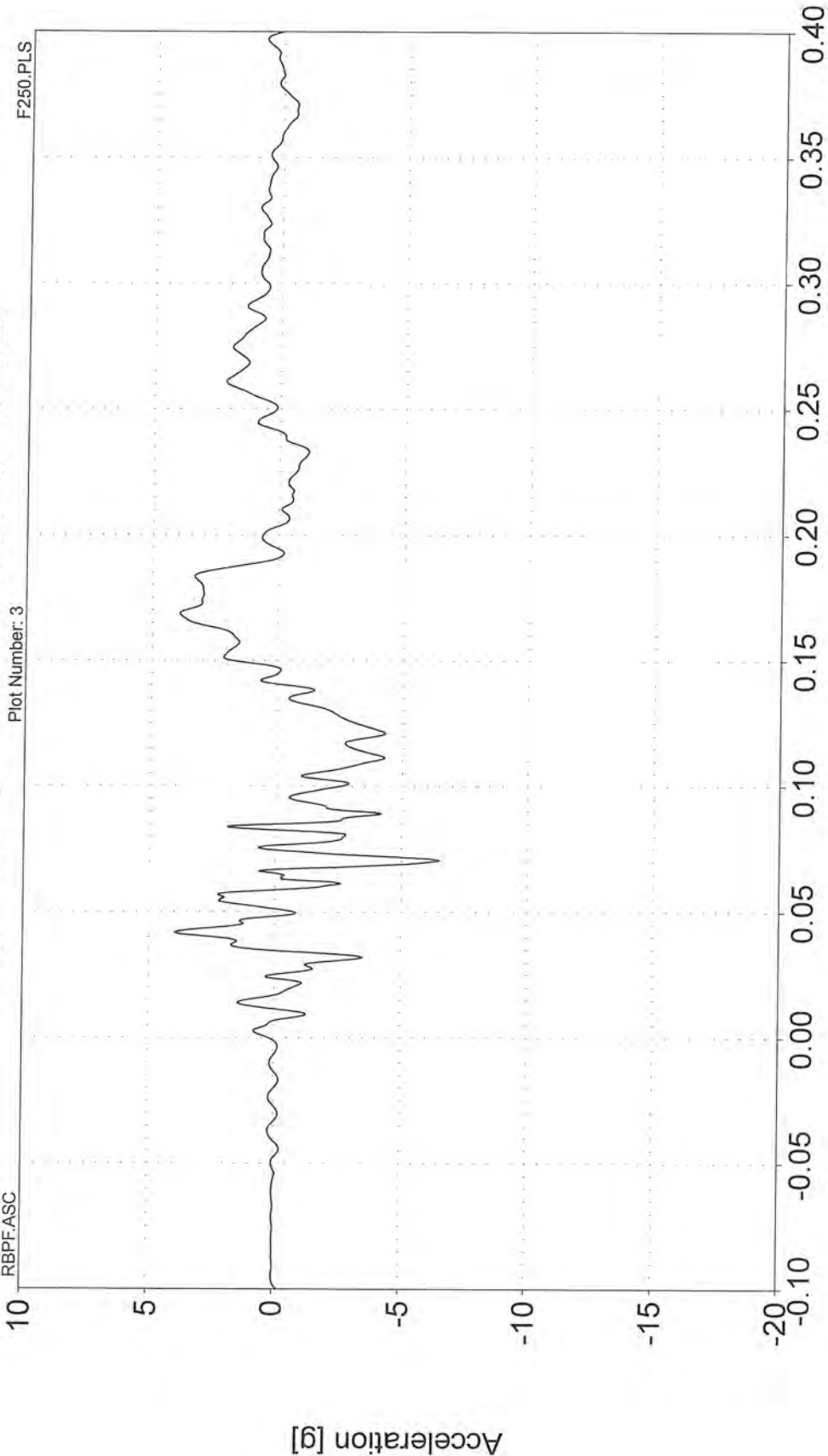
Lateral Acceleration v Time

Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Vertical Acceleration v Time

Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Filter: CFC 60
Data Max: 4.0 g @ 0.0419 sec.
Data Min: -6.5 g @ 0.0705 sec.

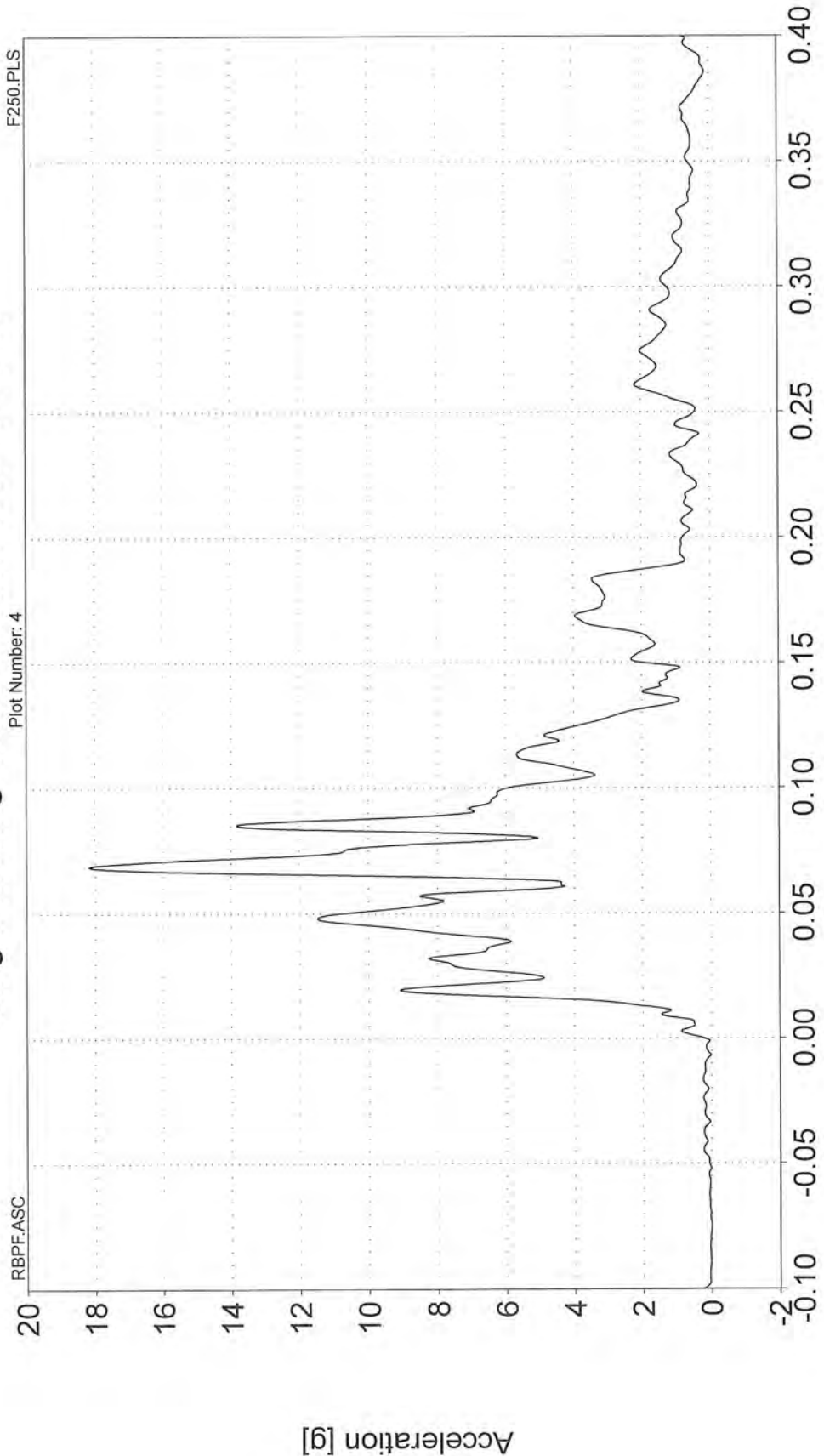
TEC2210759
2210759

Time [s]

Exponent®

Resultant Acceleration v Time

Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

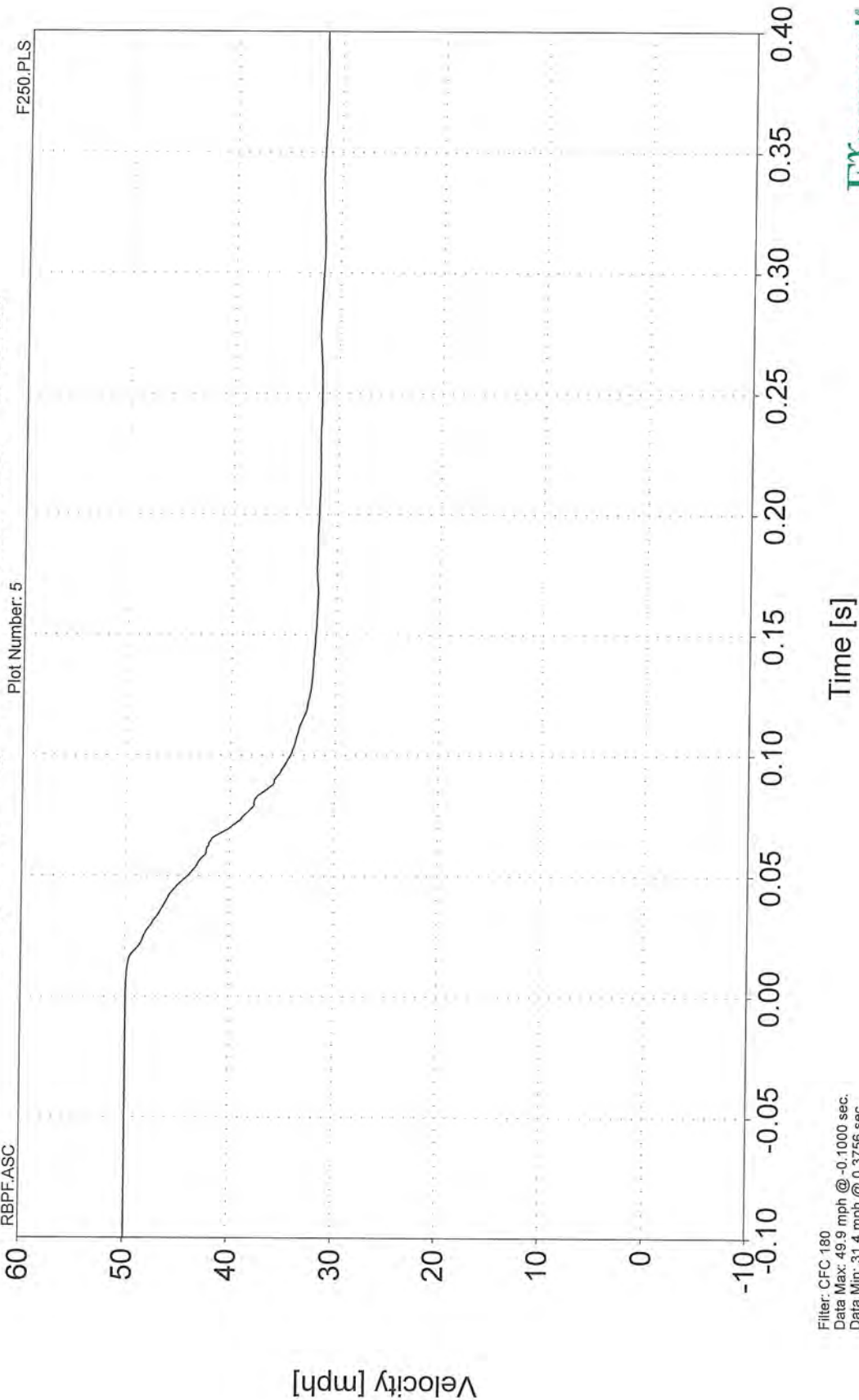


Filter: CFC 60
Data Max: 18.2 g @ 0.0688 sec.
Data Min: 0.0 g @ -0.0744 sec.

TEC2210759
2210759

Exponent®

Longitudinal Velocity v Time
Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

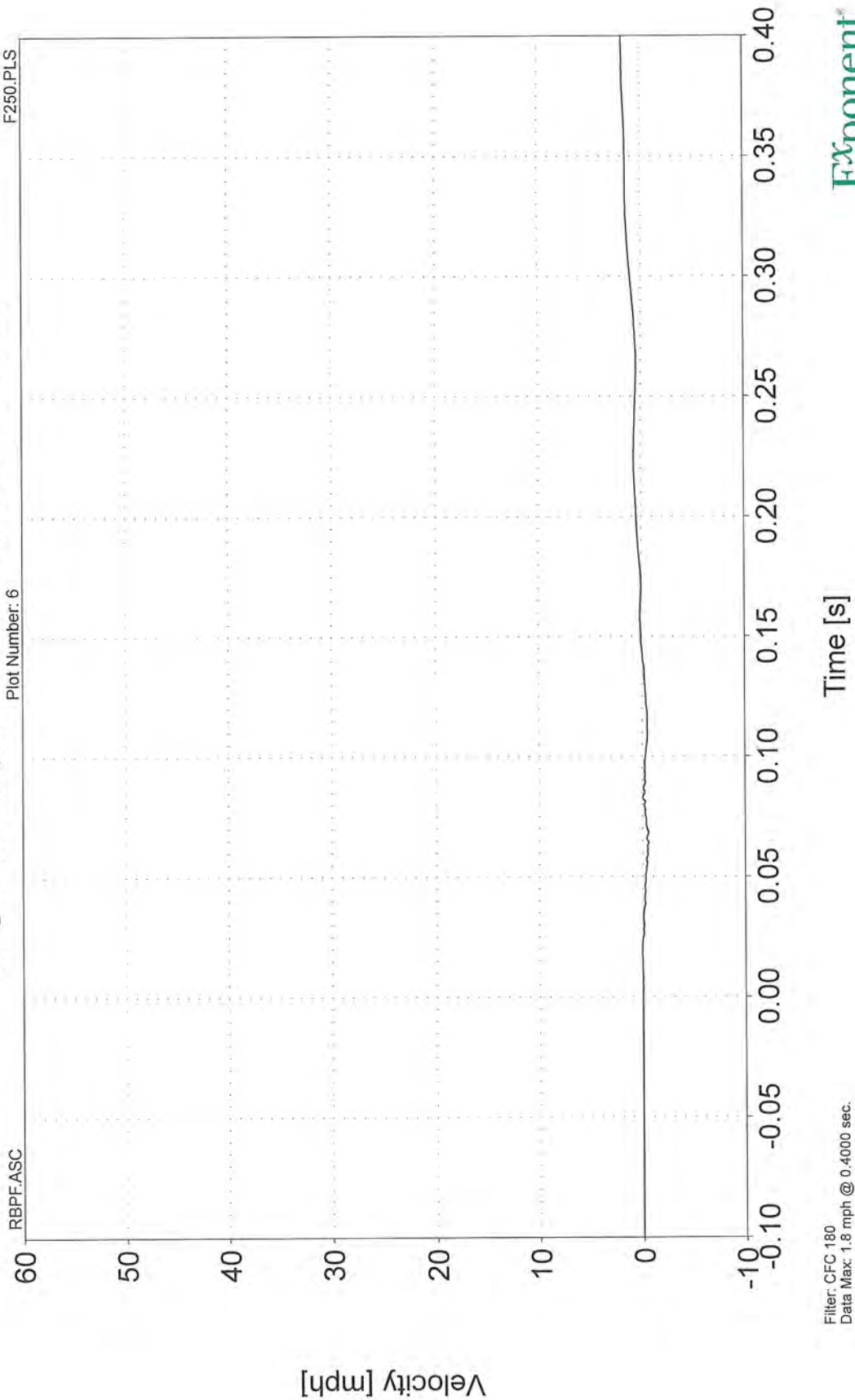


Filter: CFC 180
Data Max: 49.9 mph @ -0.1000 sec.
Data Min: 31.4 mph @ 0.3756 sec.

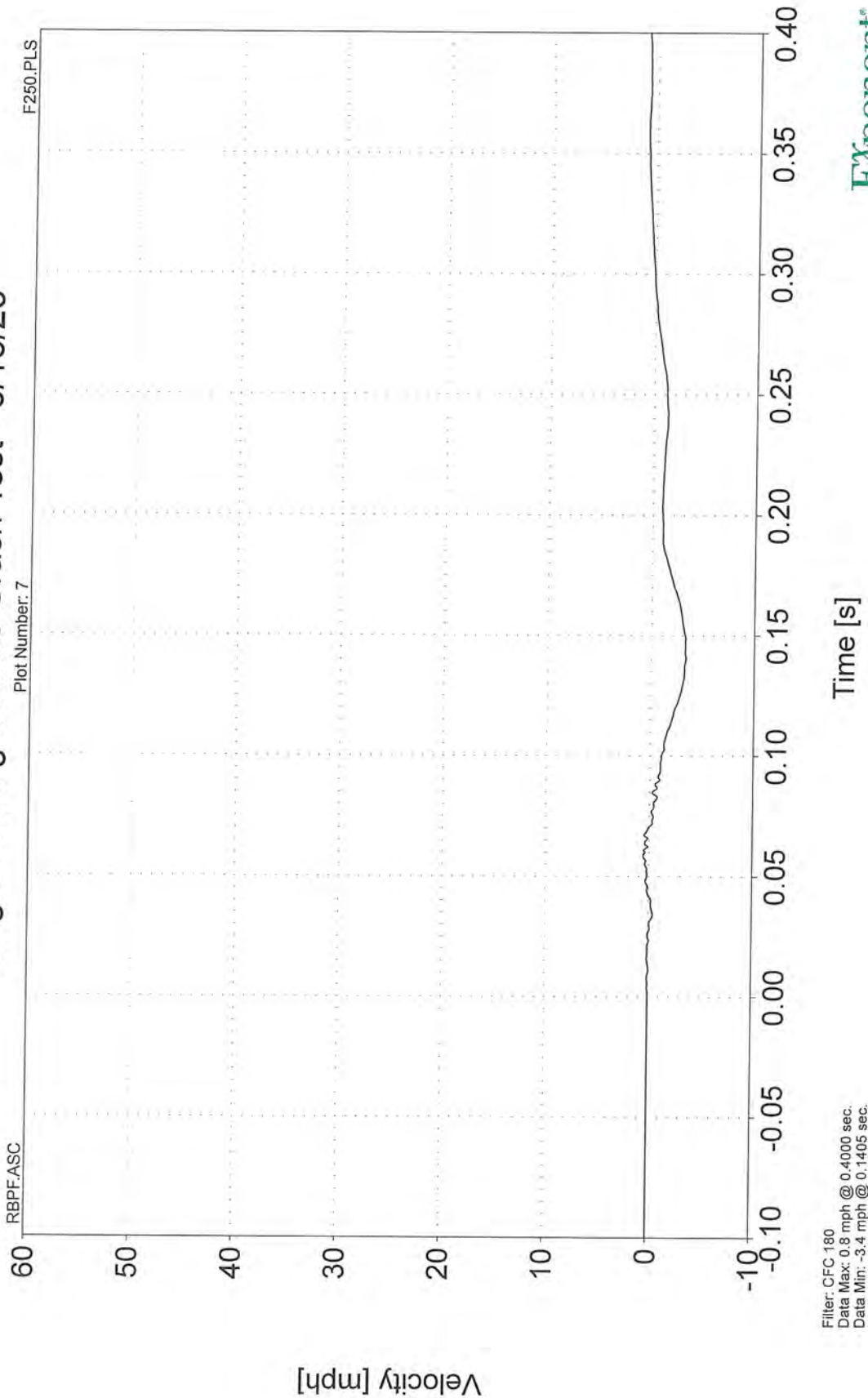
TEC2210759
2210759

Exponent®

Lateral Velocity v Time
Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Vertical Velocity v Time
Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

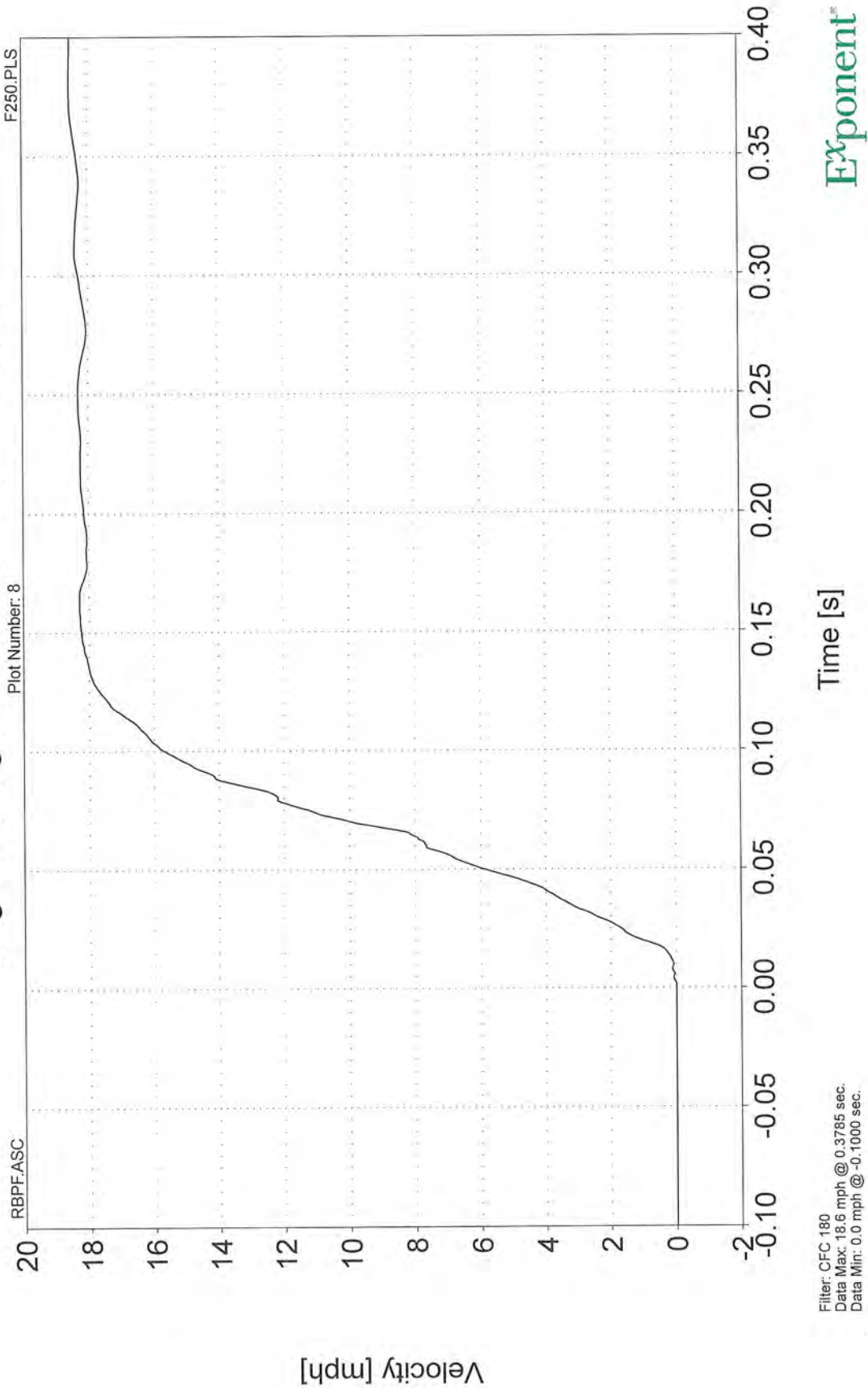


Filter: CFC 180
Data Max: 0.8 mph @ 0.4000 sec.
Data Min: -3.4 mph @ 0.1405 sec.

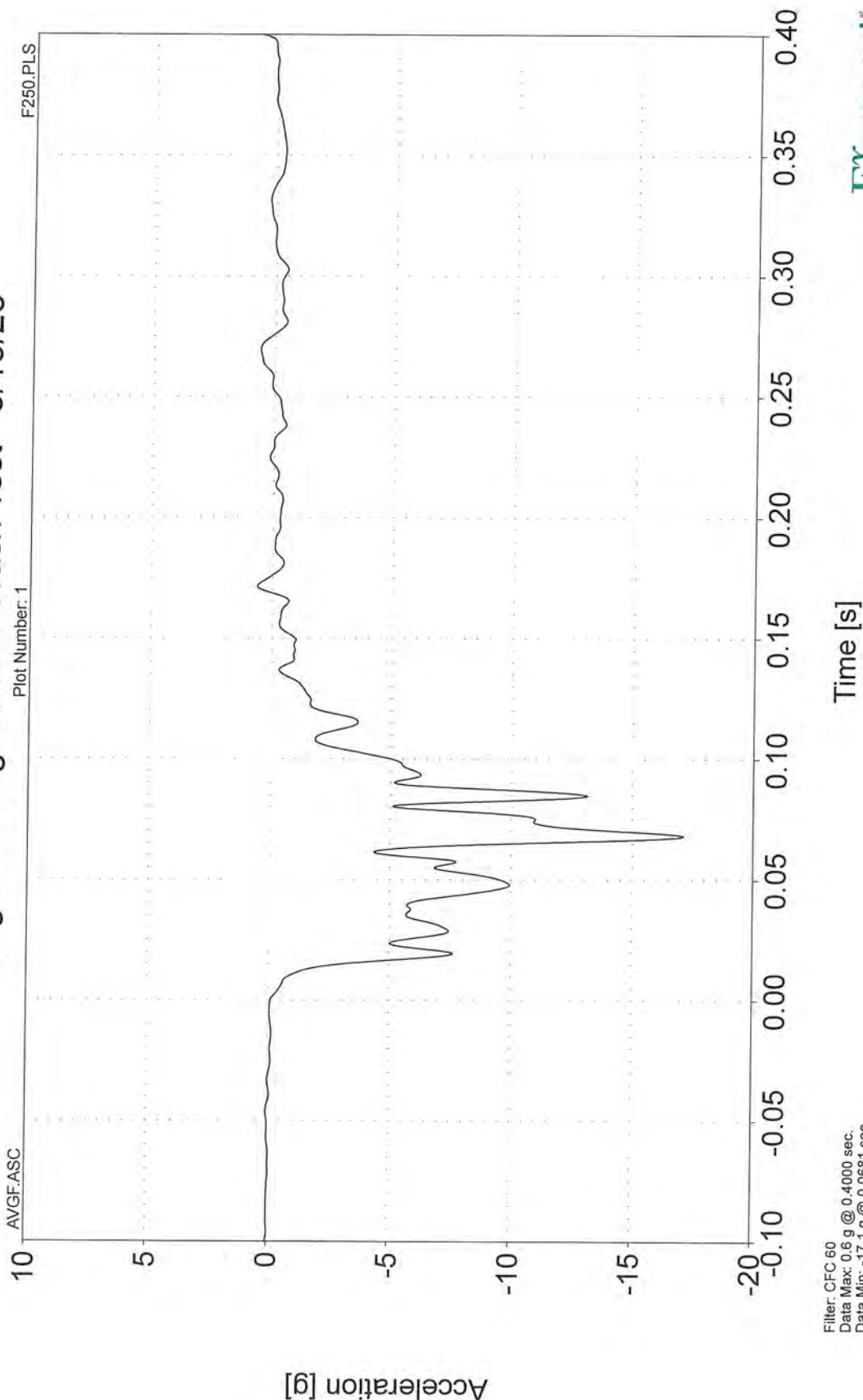
TEC2210759
2210759

Exponent®

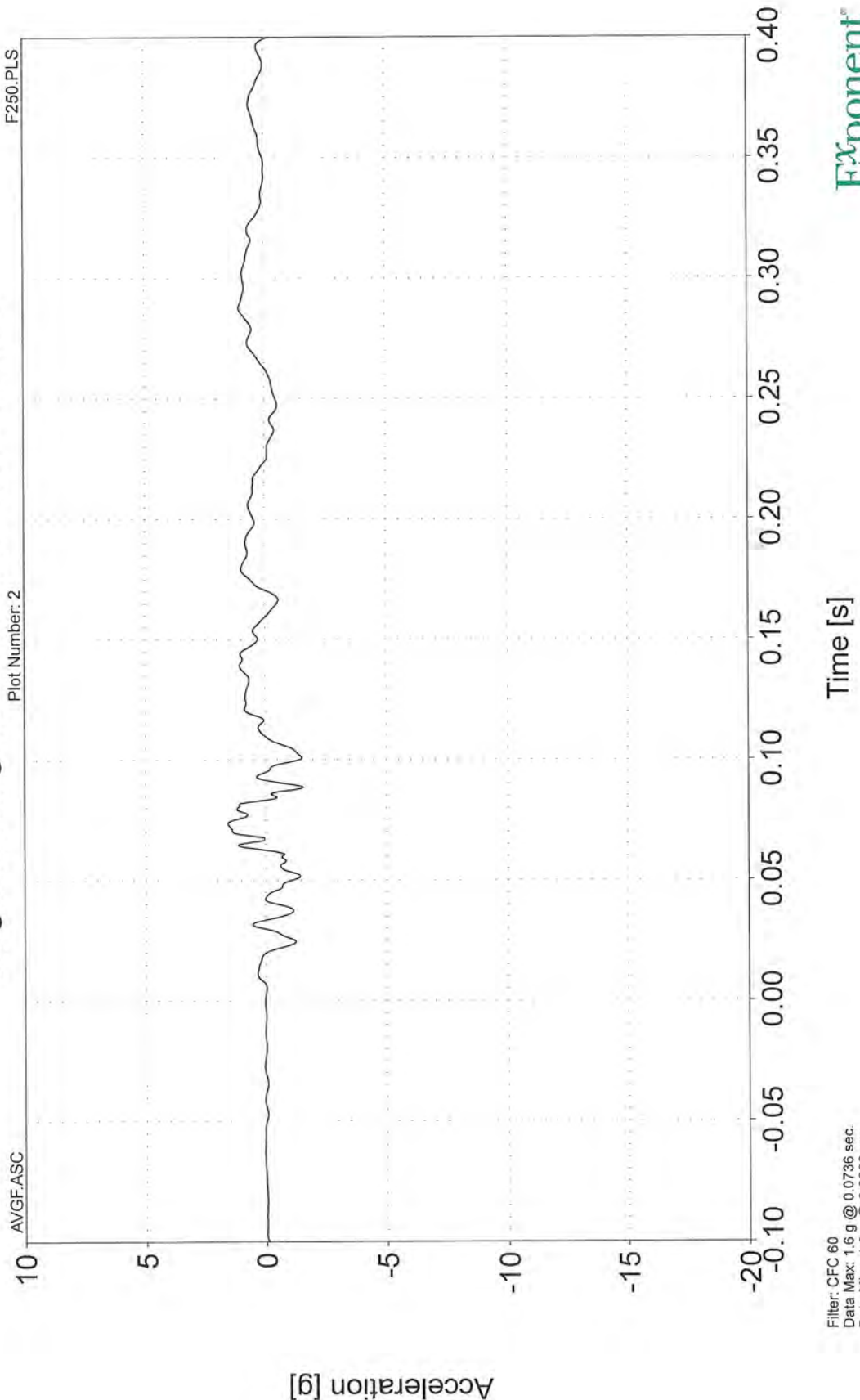
Delta Velocity v Time
Right Rocker Panel at B-Pillar
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



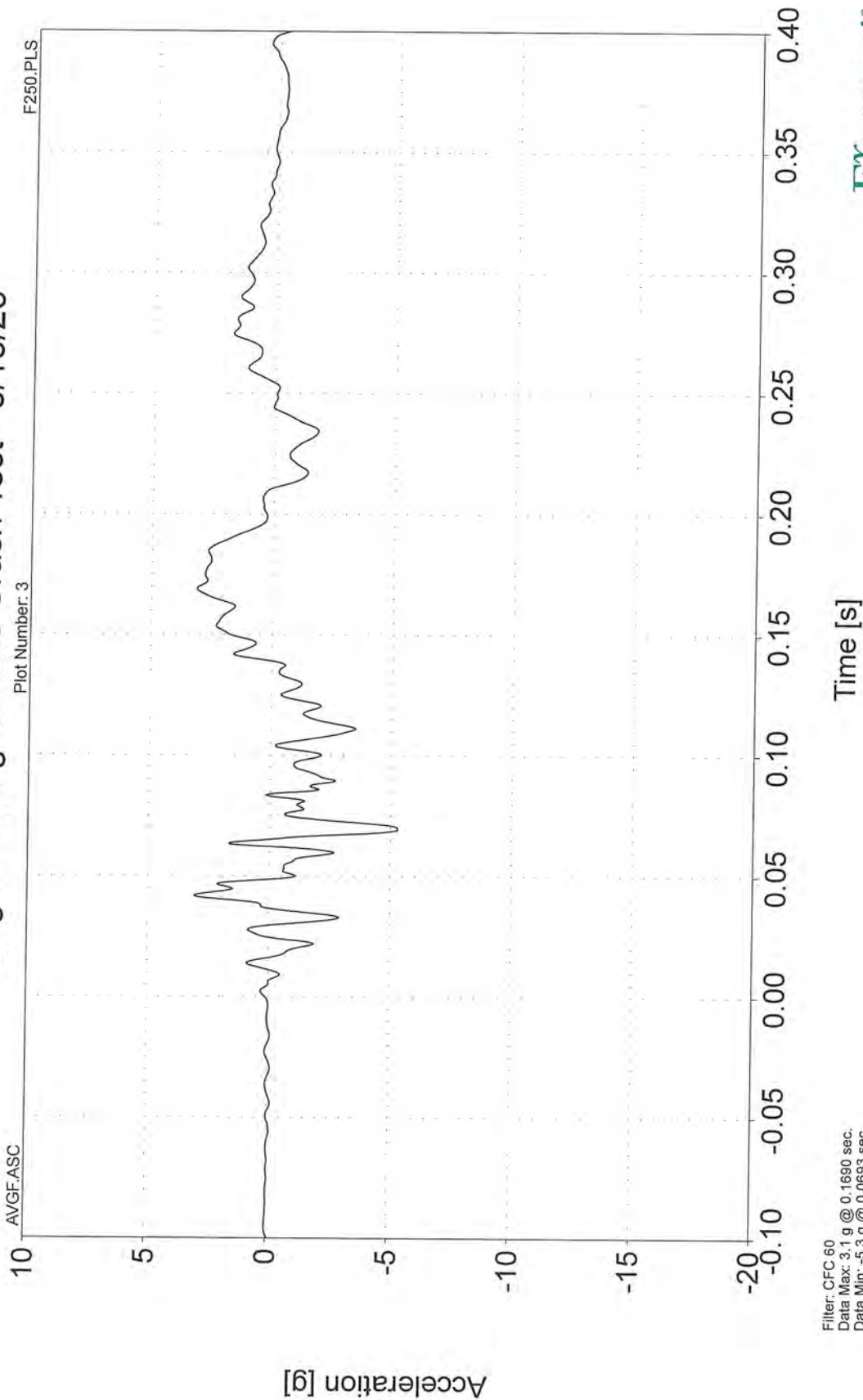
Longitudinal Acceleration v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Lateral Acceleration v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



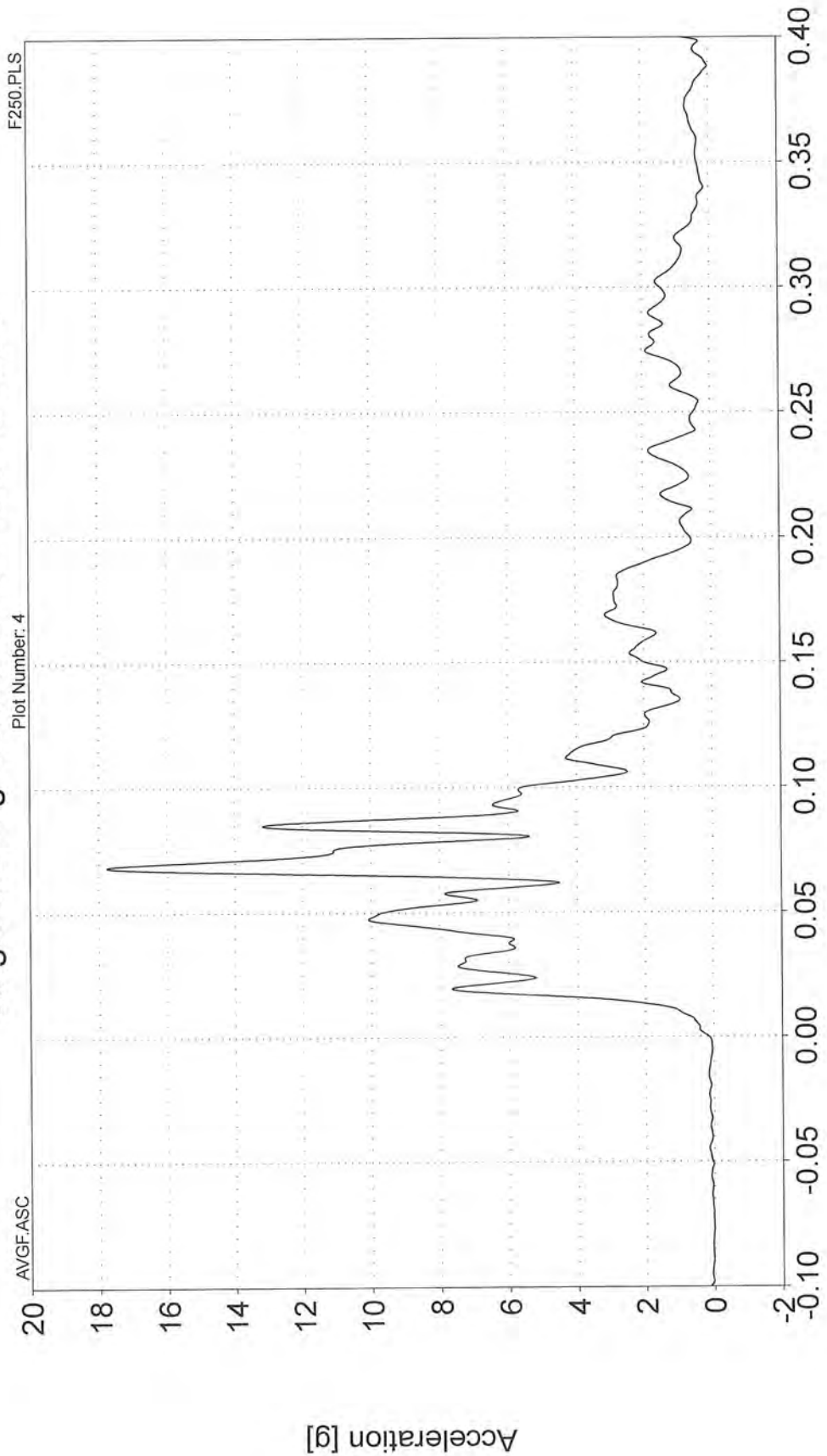
Vertical Acceleration v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Filter: CFC 60
Data Max: 3.1 g @ 0.1690 sec.
Data Min: -5.3 g @ 0.0693 sec.
TEC2210759
2210759

Exponent[®]

Resultant Acceleration v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



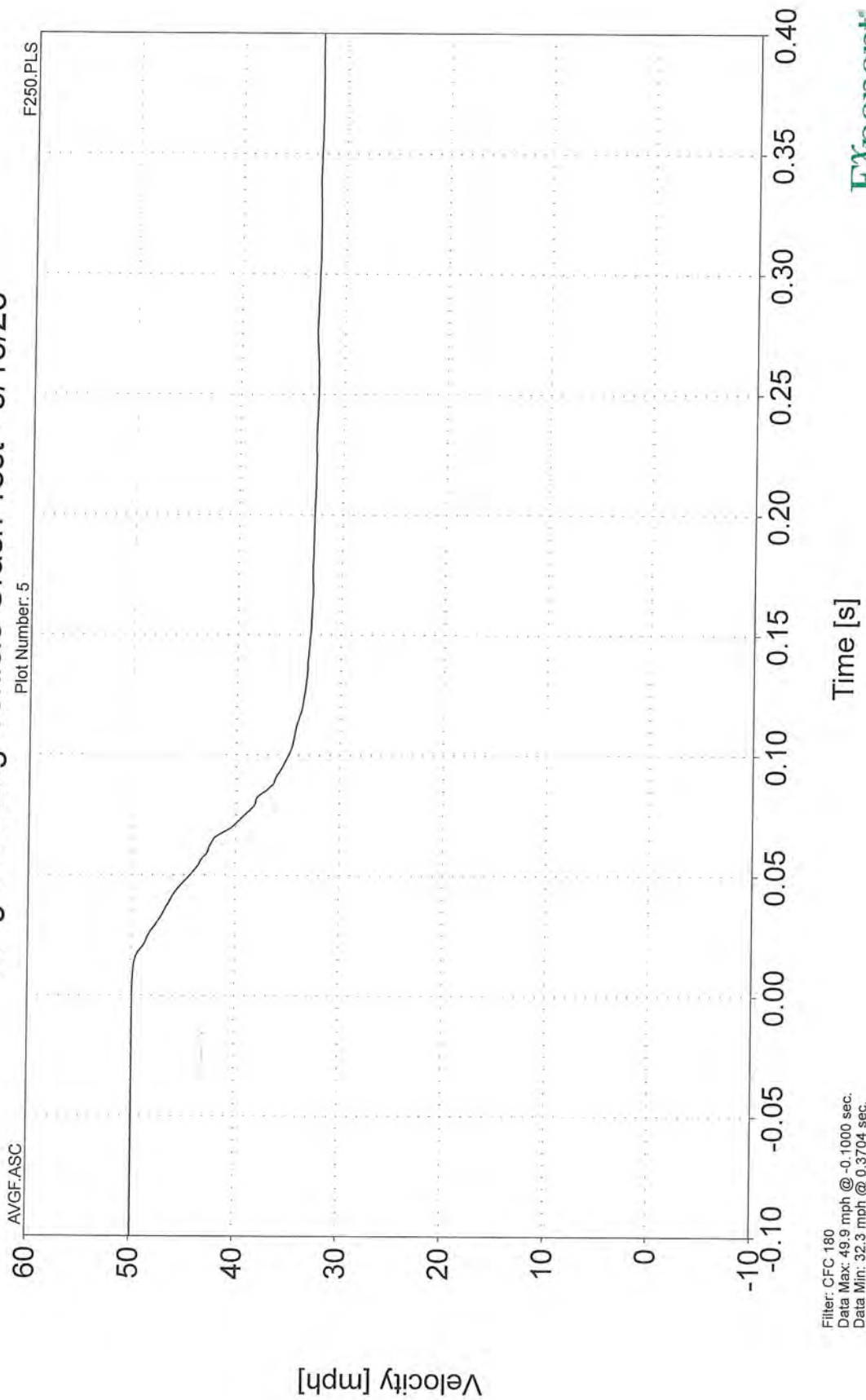
Filter: CFC 60
Data Max: 17.8 g @ 0.0683 sec.
Data Min: 0.0 g @ -0.0768 sec.

TEC2210759
2210759

Exponent

Longitudinal Velocity v Time

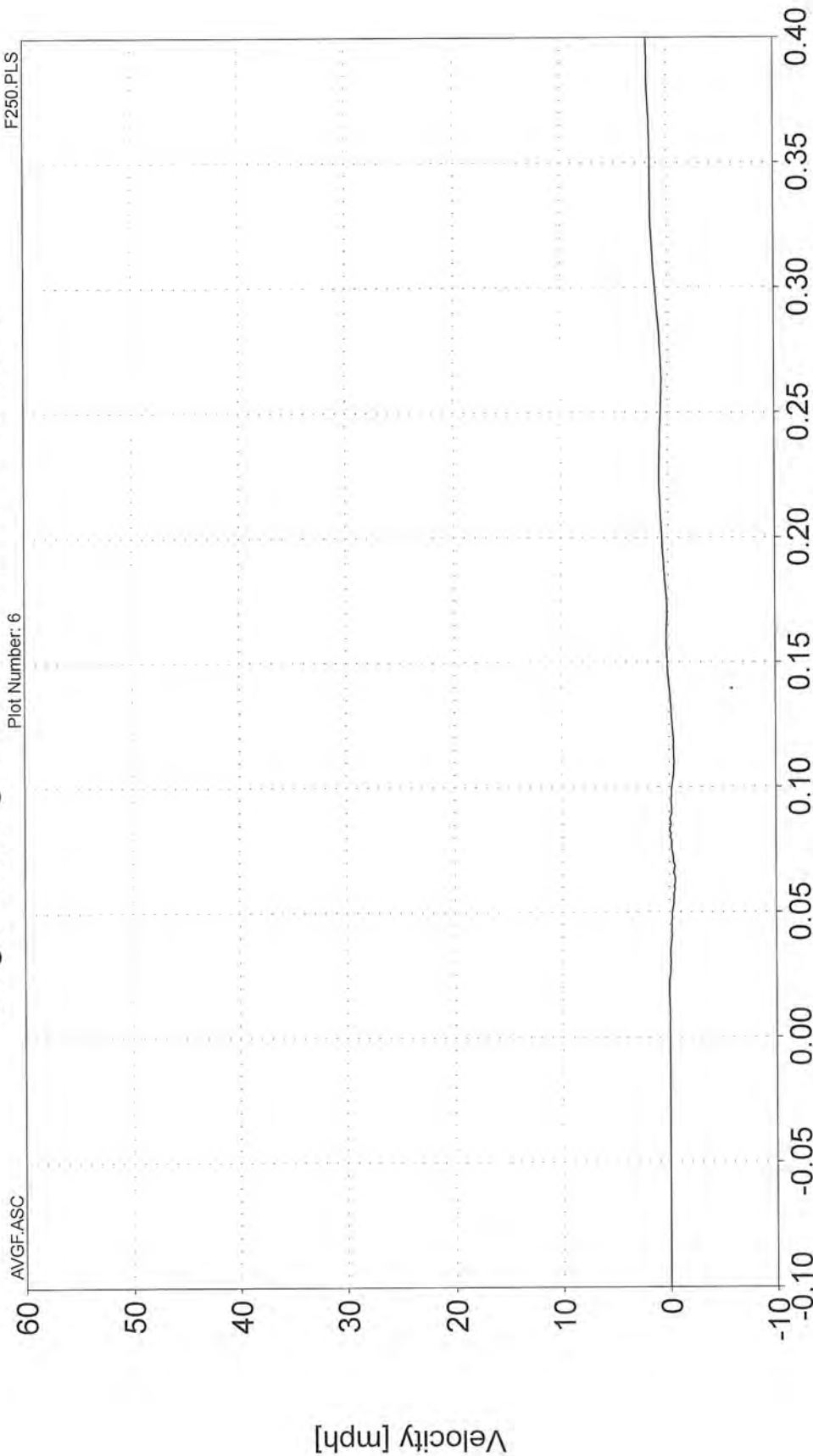
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23



Filter: CFC 180
Data Max: 49.9 mph @ -0.1000 sec.
Data Min: 32.3 mph @ 0.3704 sec.

TEC2210759
2210759

Lateral Velocity v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

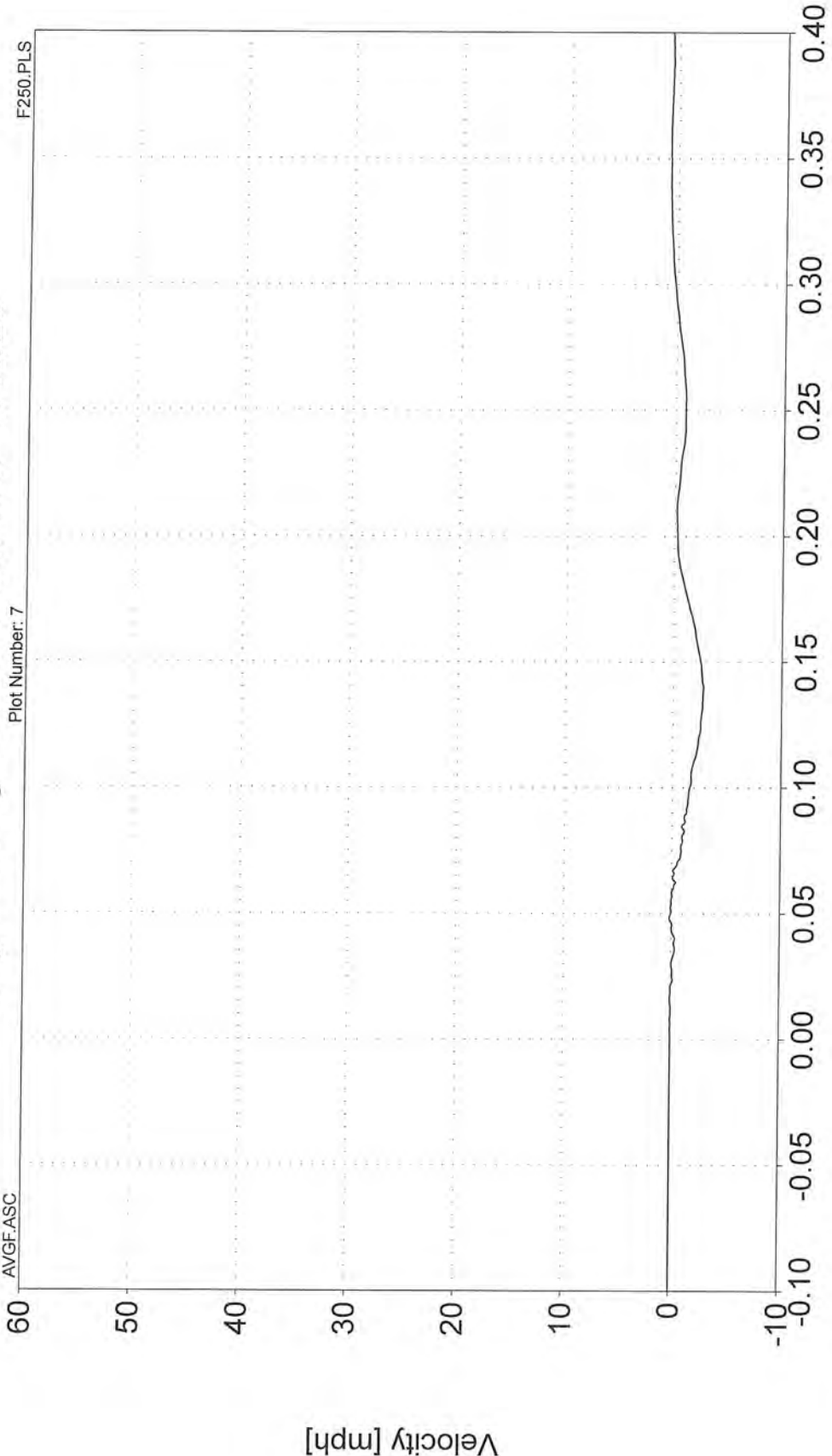


Filter: CFC 180
Data Max: 1.9 mph @ 0.3997 sec.
Data Min: -0.5 mph @ 0.0624 sec.

TEC2210759
2210759

Exponent

Vertical Velocity v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

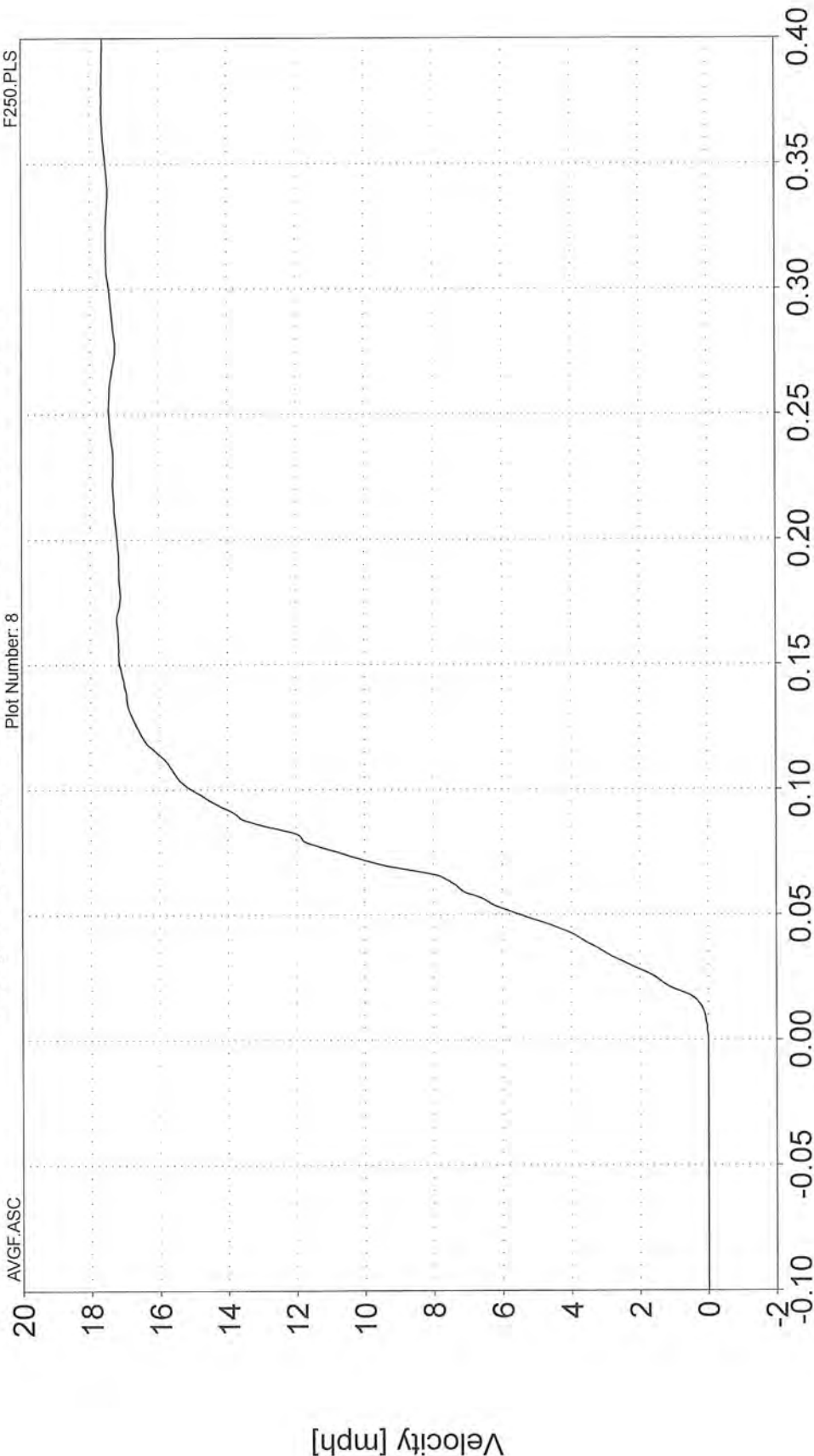


Filter: CFC 180
Data Max: 0.7 mph @ 0.3596 sec.
Data Min: -2.8 mph @ 0.1399 sec.

TEC2210759
2210759

Exponent®

Delta Velocity v Time
Average of Left and Right Rocker Panels
2016 Ford F-250
Single-Moving-Vehicle Crash Test - 5/15/23

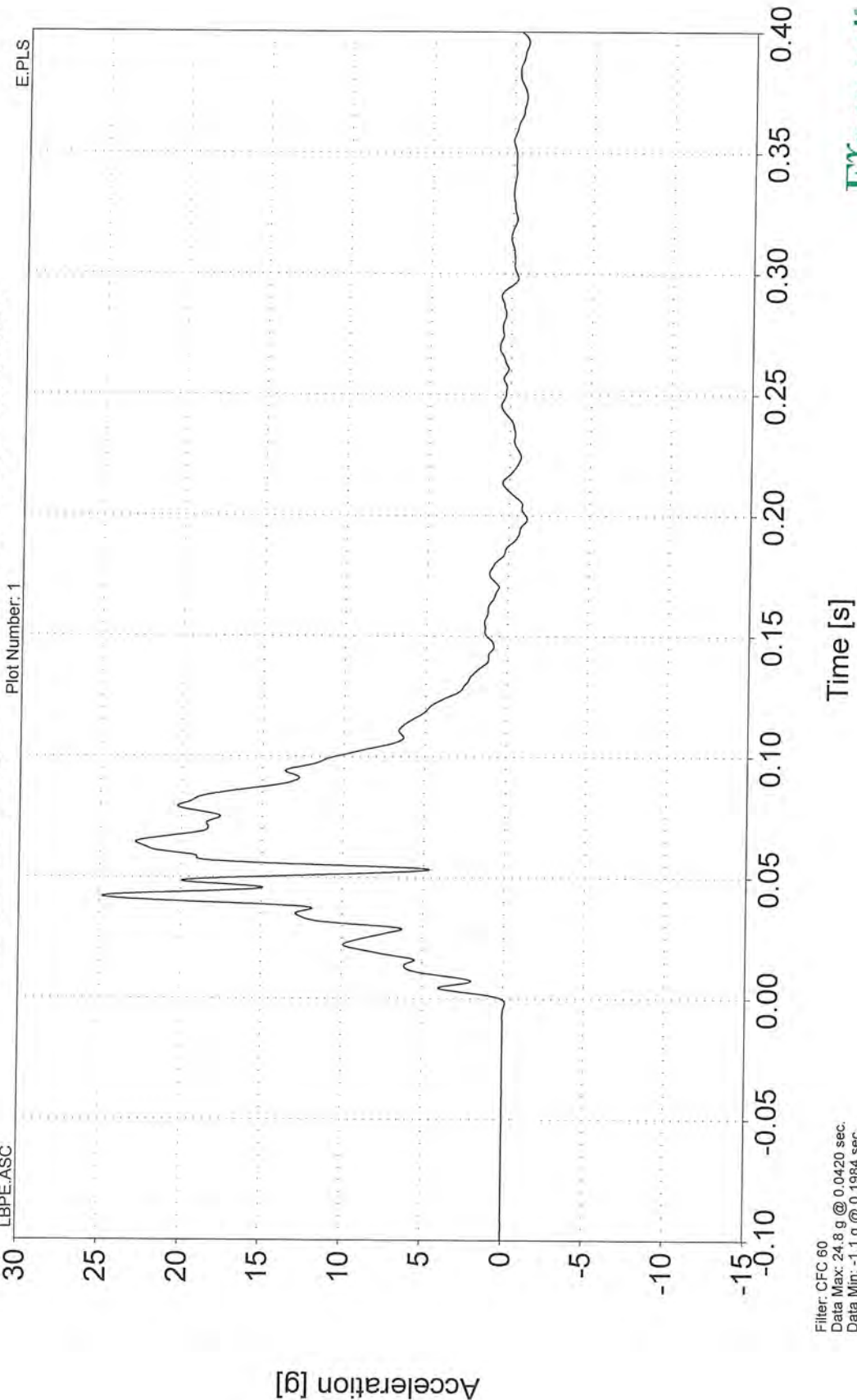


Filter: CFC 180
Data Max: 17.7 mph @ 0.3708 sec.
Data Min: 0.0 mph @ -0.1000 sec.

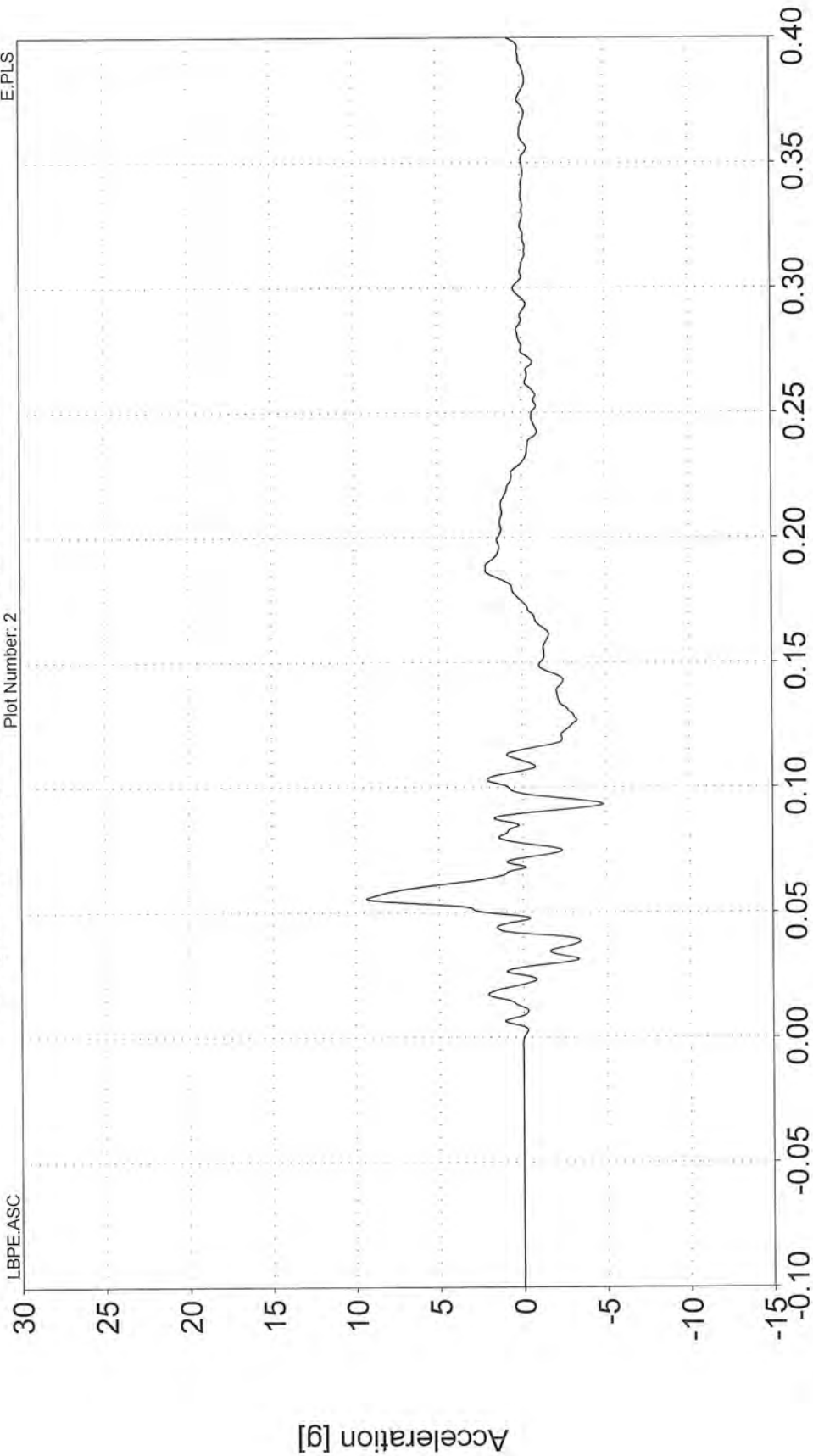
TEC2210759
2210759

Exponent®

Longitudinal Acceleration v Time
Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



Lateral Acceleration v Time
Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

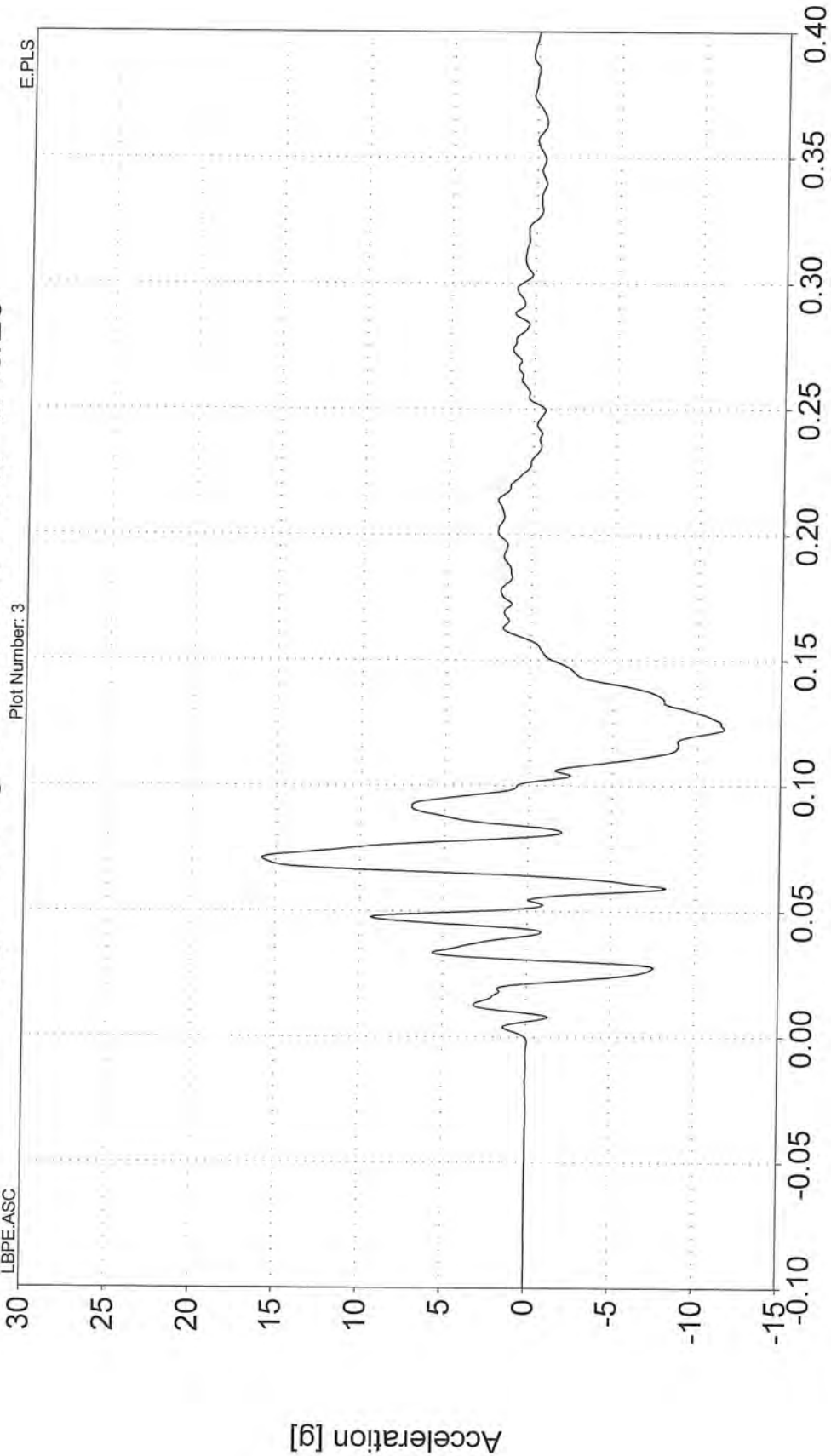


Exponent[®]

Filter: CFC 60
Data Max: 9.3 g @ 0.0554 sec.
Data Min: -4.8 g @ 0.0932 sec.
TEC2210759
2210759

Vertical Acceleration v Time

Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



Filter: CFC 60
Data Max: 15.8 g @ 0.0710 sec.
Data Min: -11.6 g @ 0.1229 sec.

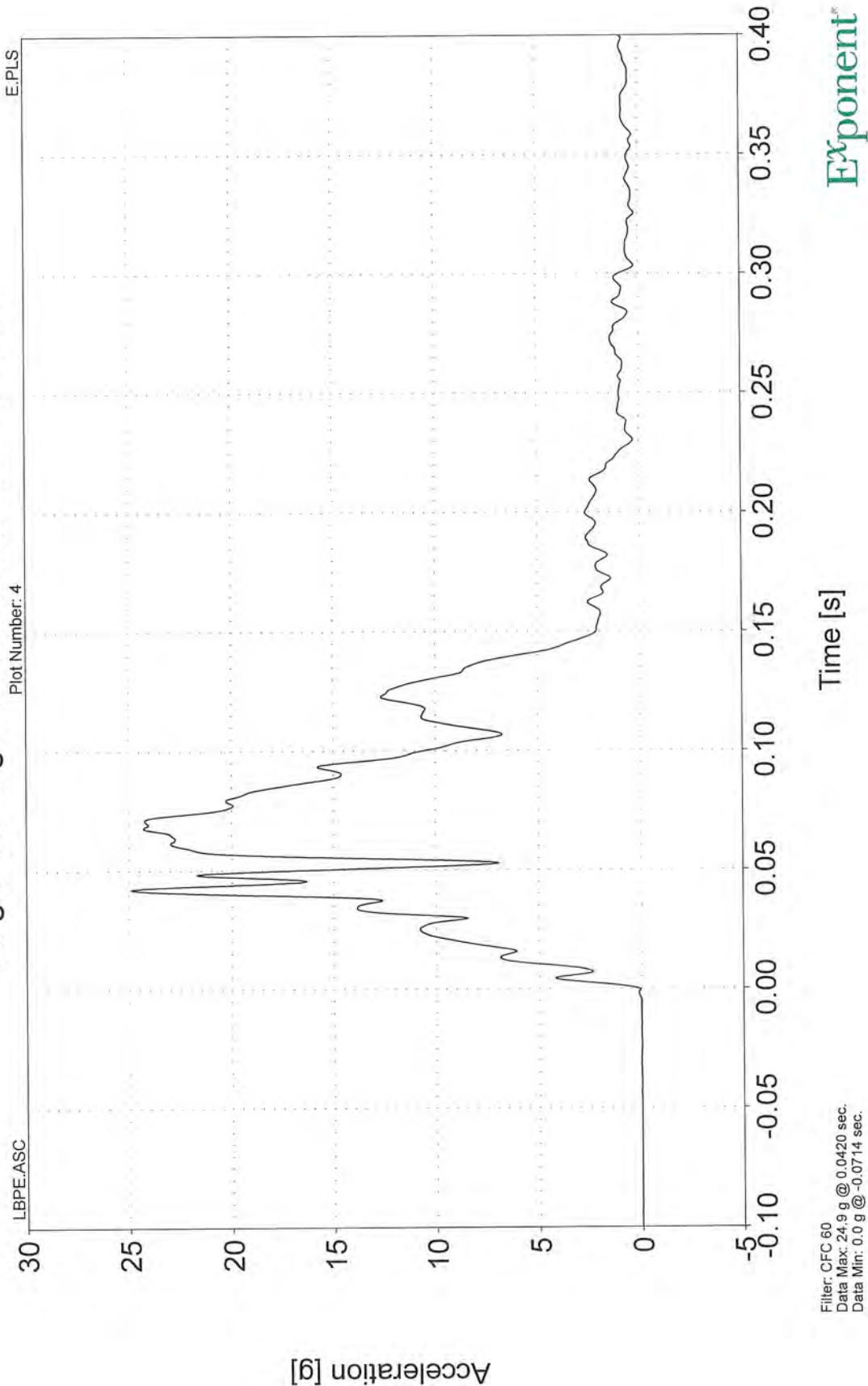
TEC2210759
2210759

Time [s]

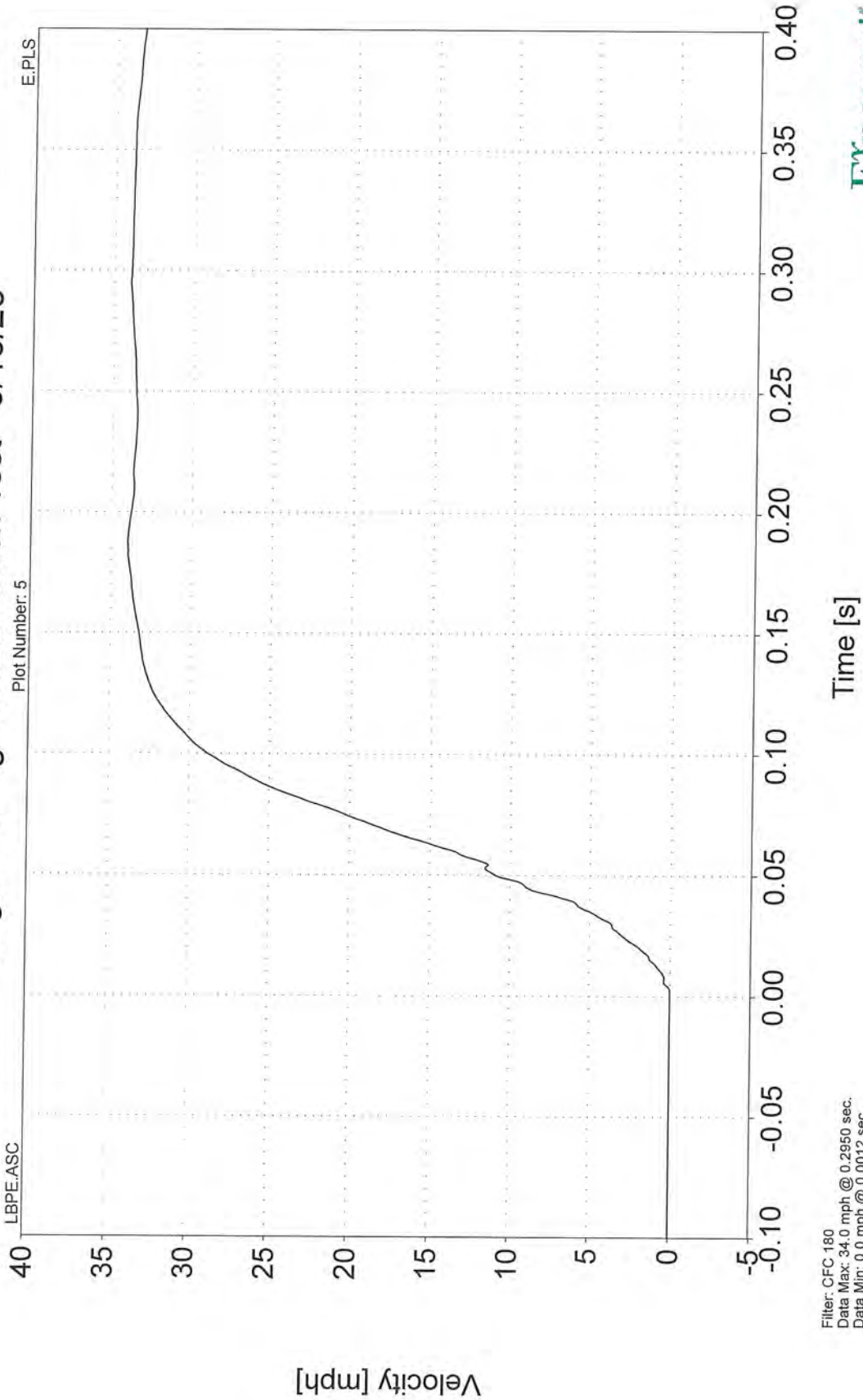
Exponent

Resultant Acceleration v Time

Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



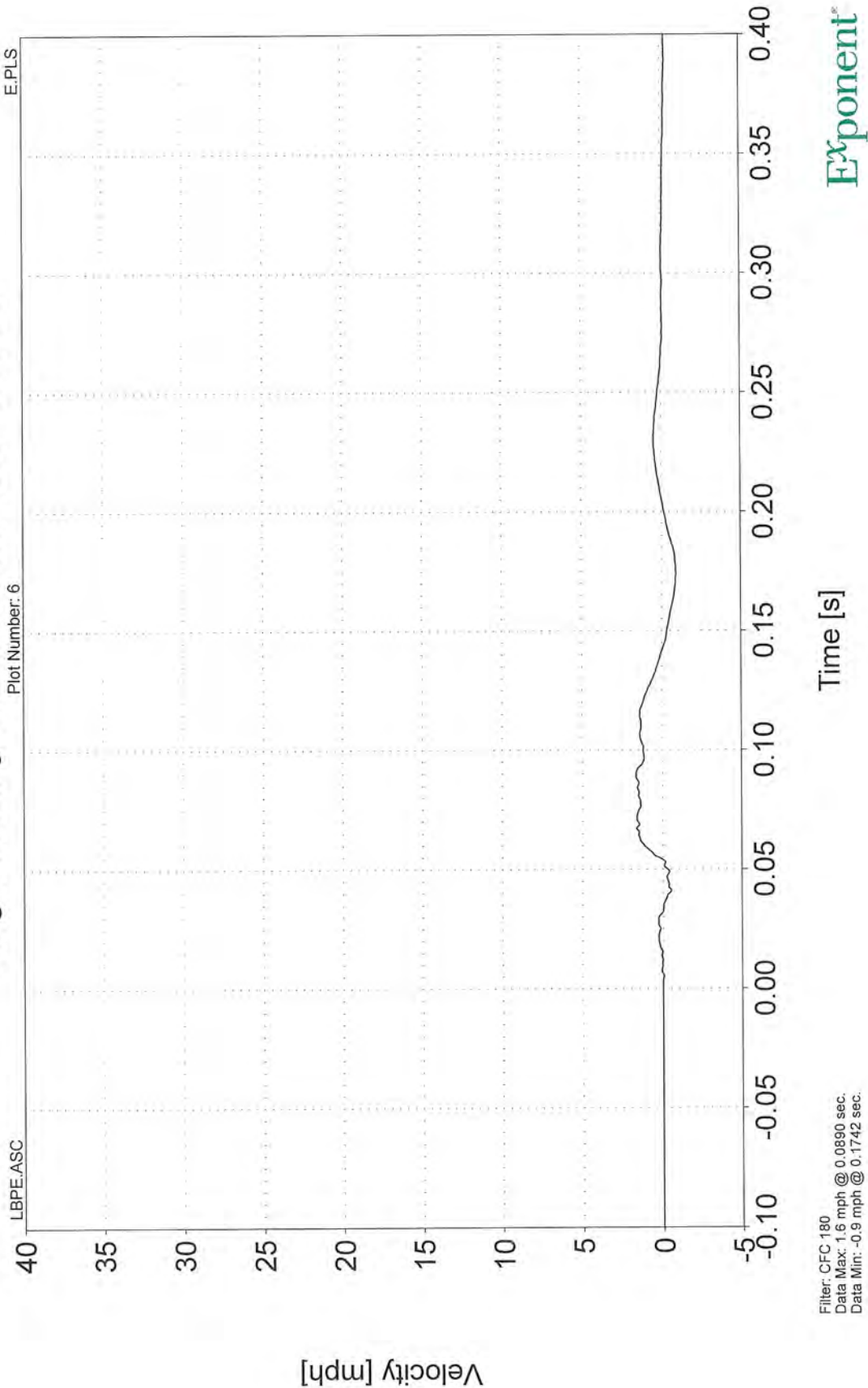
Longitudinal Velocity v Time
Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



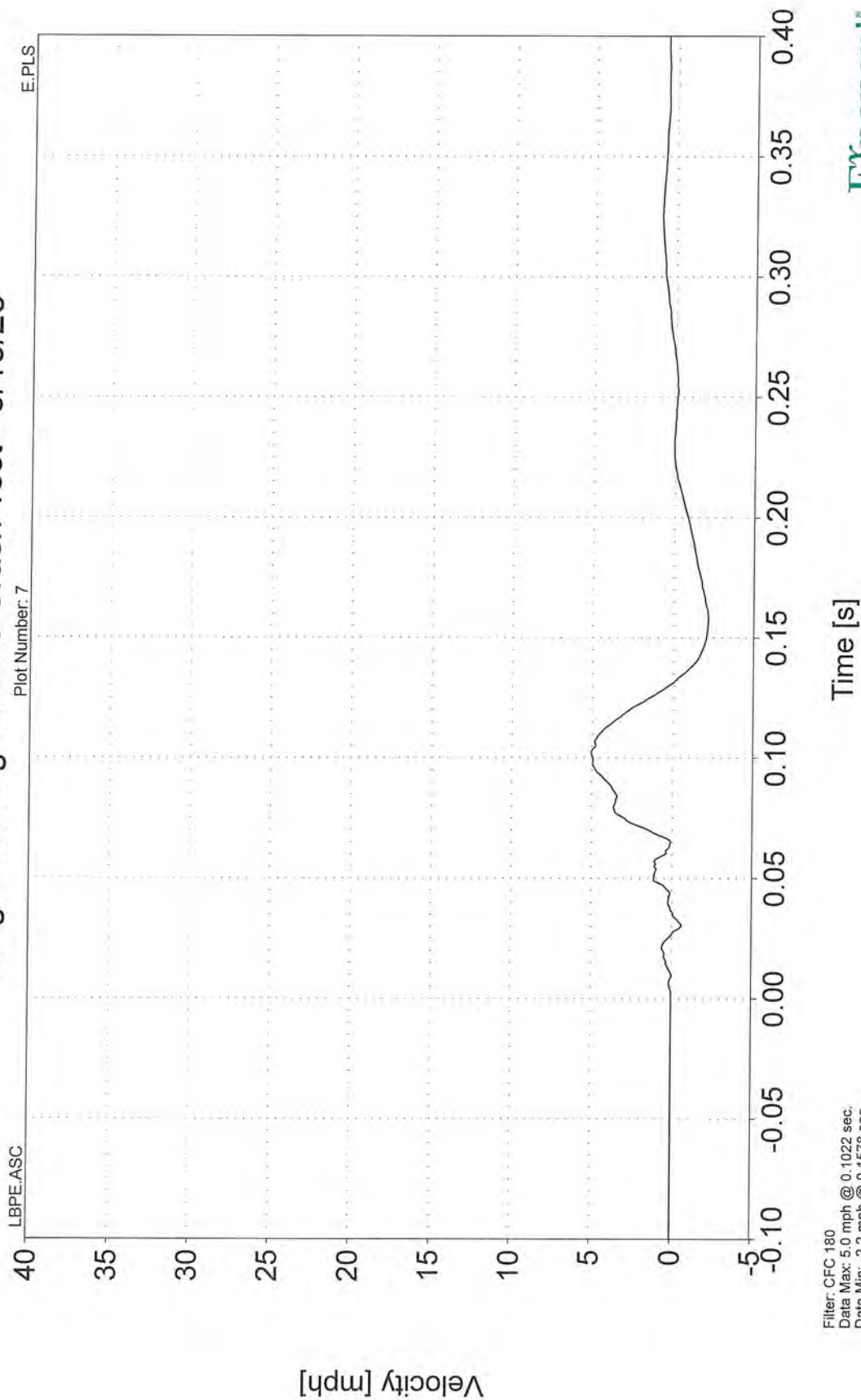
Filter: CFC 180
Data Max: 34.0 mph @ 0.2950 sec.
Data Min: 0.0 mph @ 0.0012 sec.
TEC2210759
2210759

Exponent®

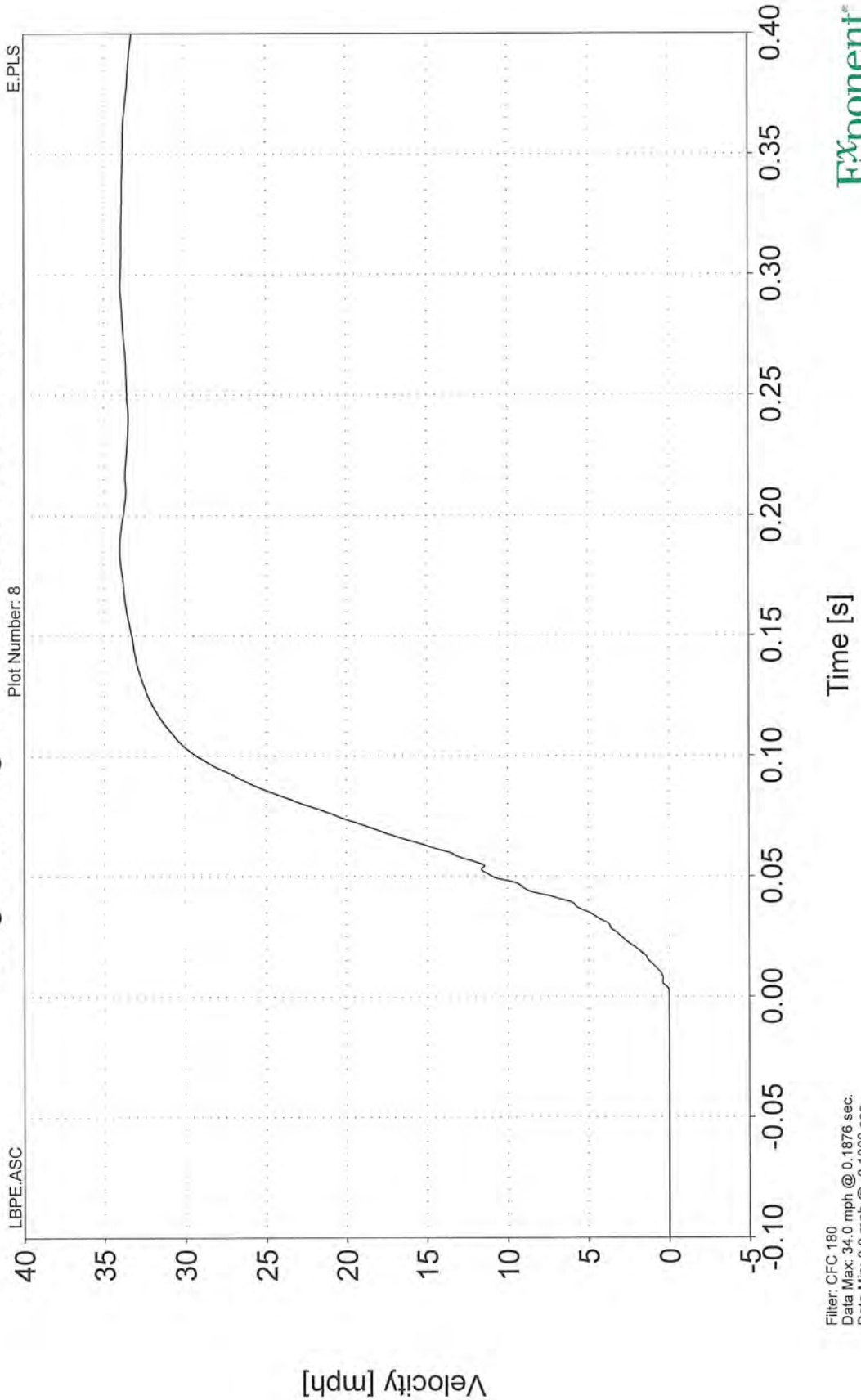
Lateral Velocity v Time
Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



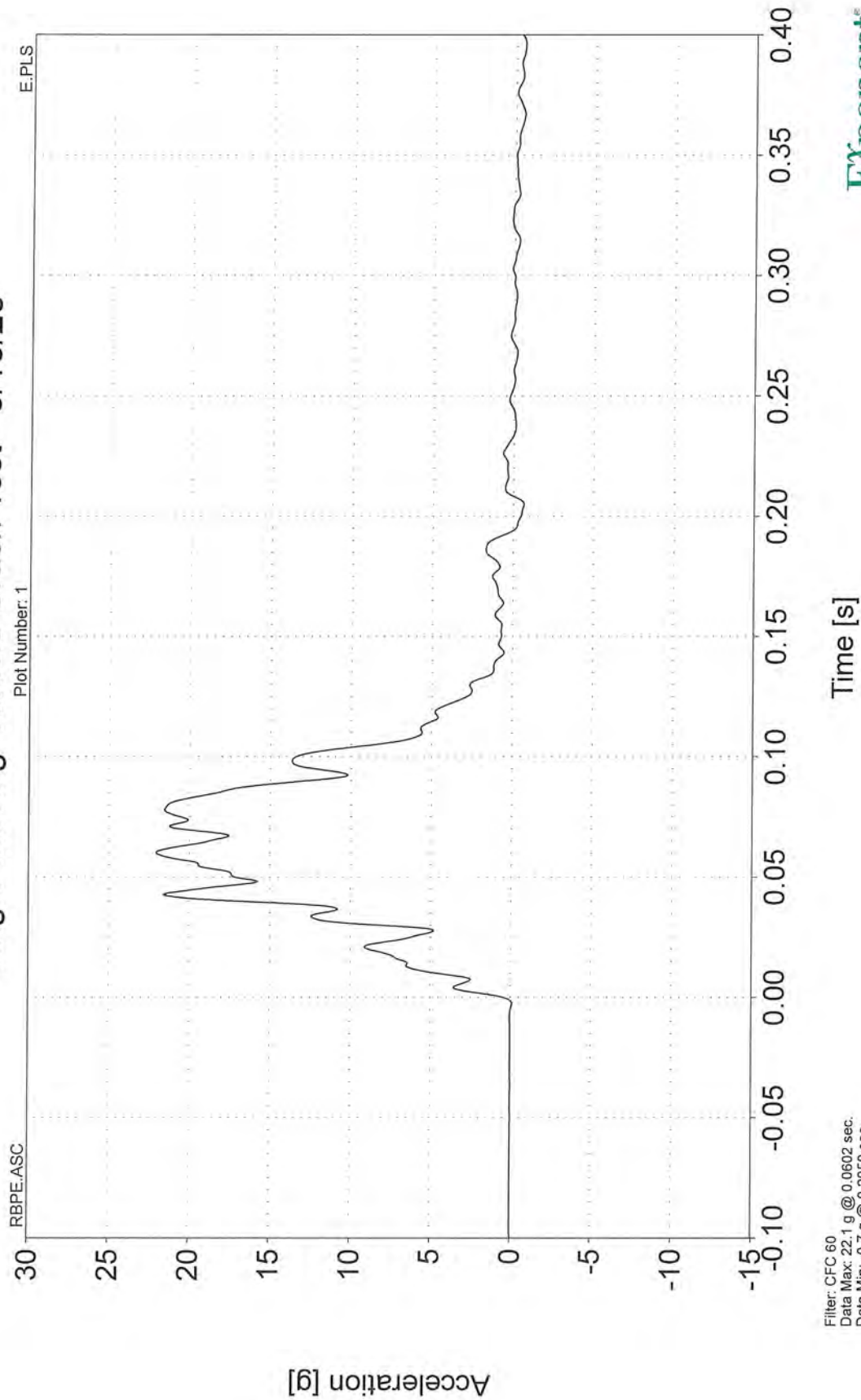
Vertical Velocity v Time
Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



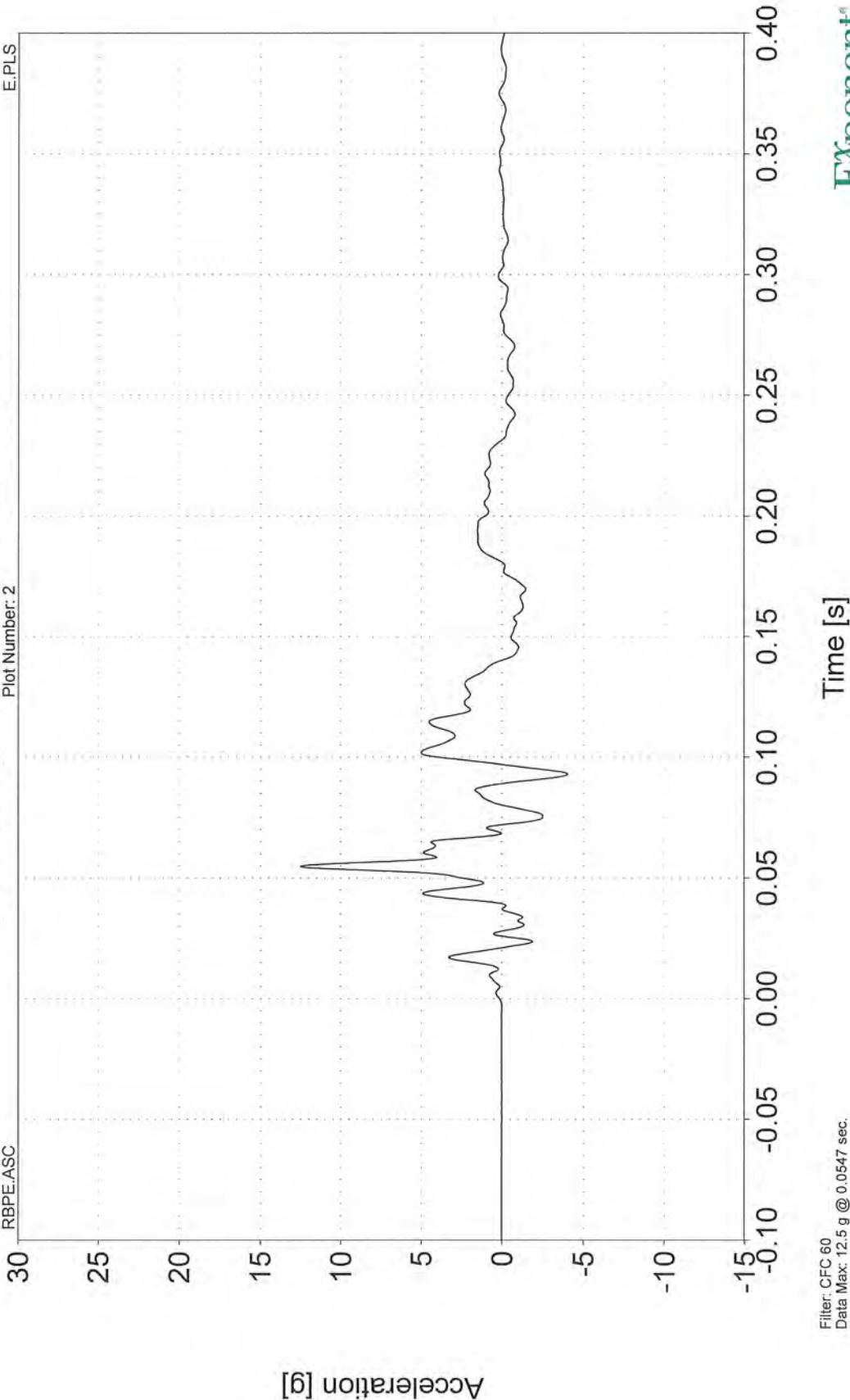
Delta Velocity v Time
Left Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



Longitudinal Acceleration v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



Lateral Acceleration v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



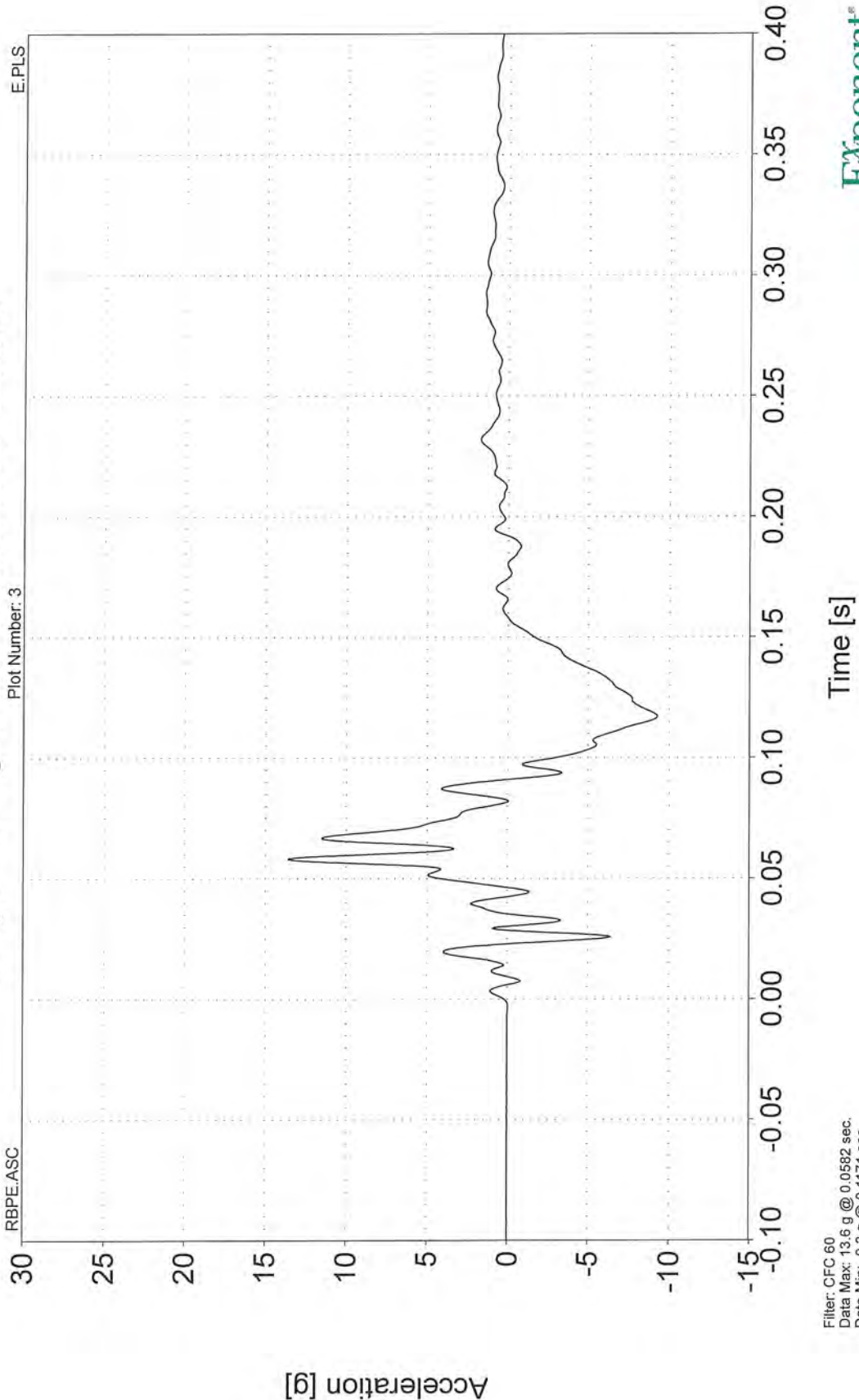
Filter: CFC 60
Data Max: 12.5 g @ 0.0547 sec.
Data Min: -4.0 g @ 0.0930 sec.

TEC2210759
2210759

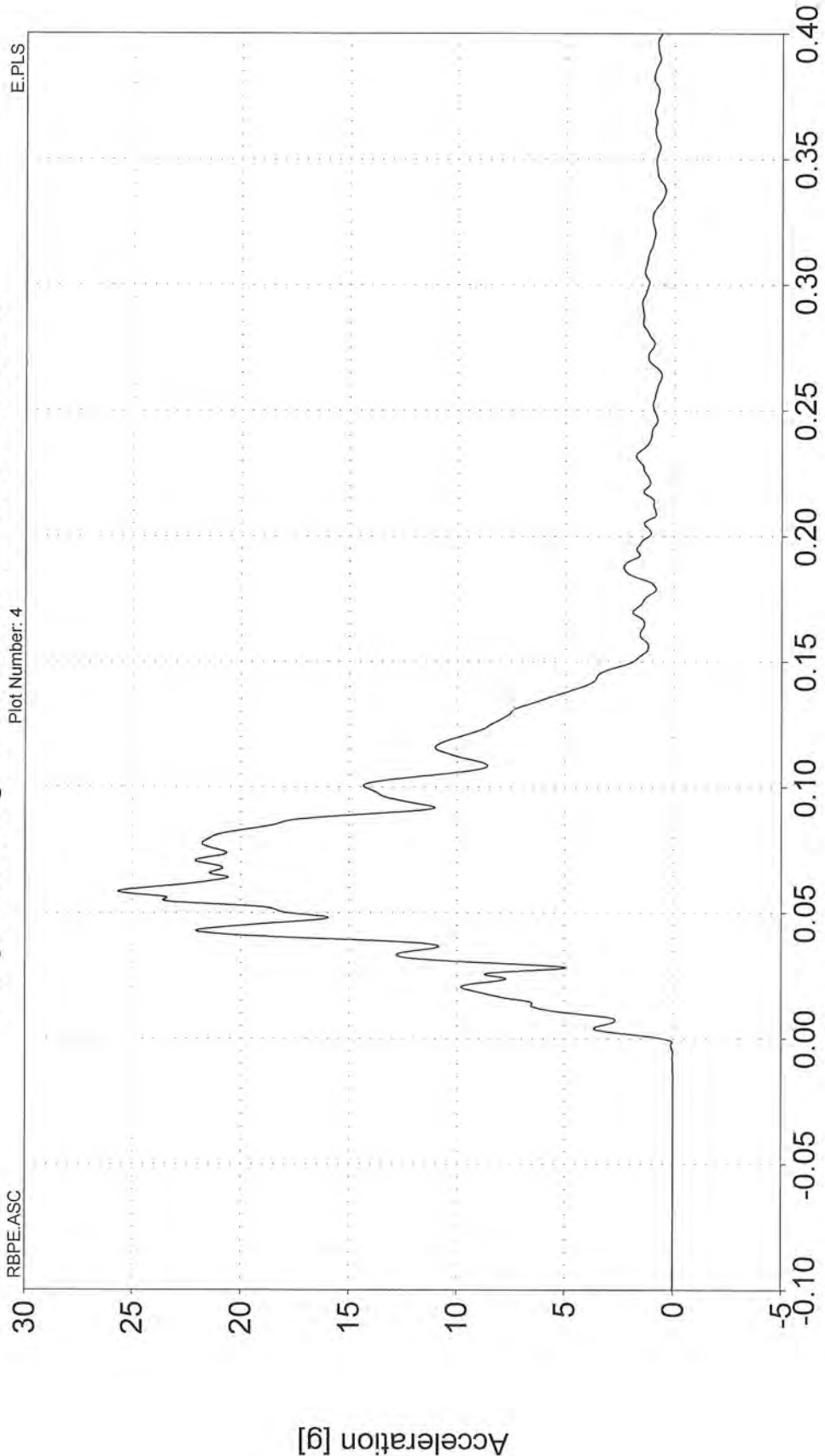
Exponent®

Vertical Acceleration v Time

Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



Resultant Acceleration v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

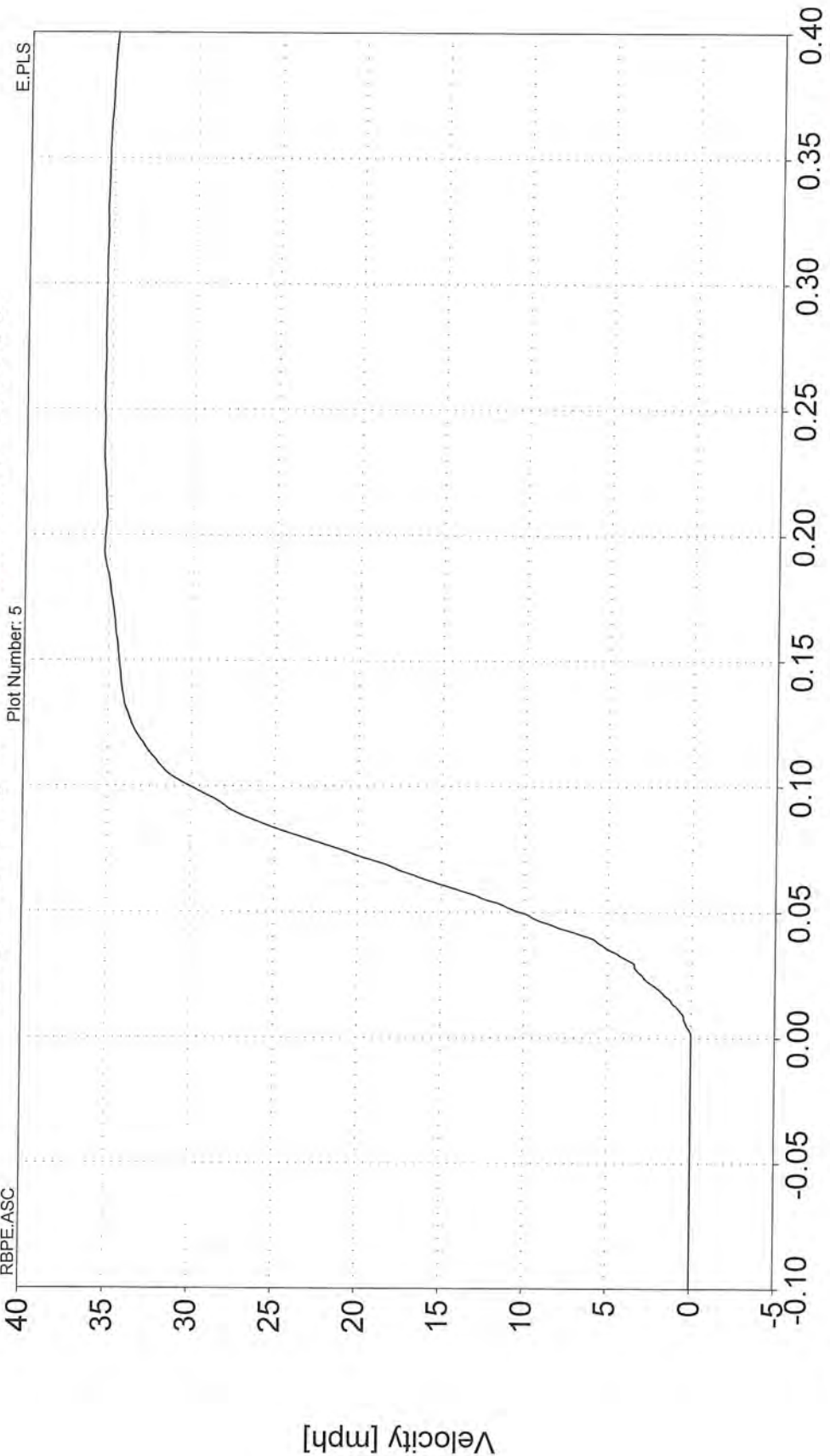


Filter: CFC 60
Data Max: 25.7 g @ 0.0584 sec.
Data Min: 0.0 g @ -0.0800 sec.

TEC2210759
2210759

Exponent®

Longitudinal Velocity v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



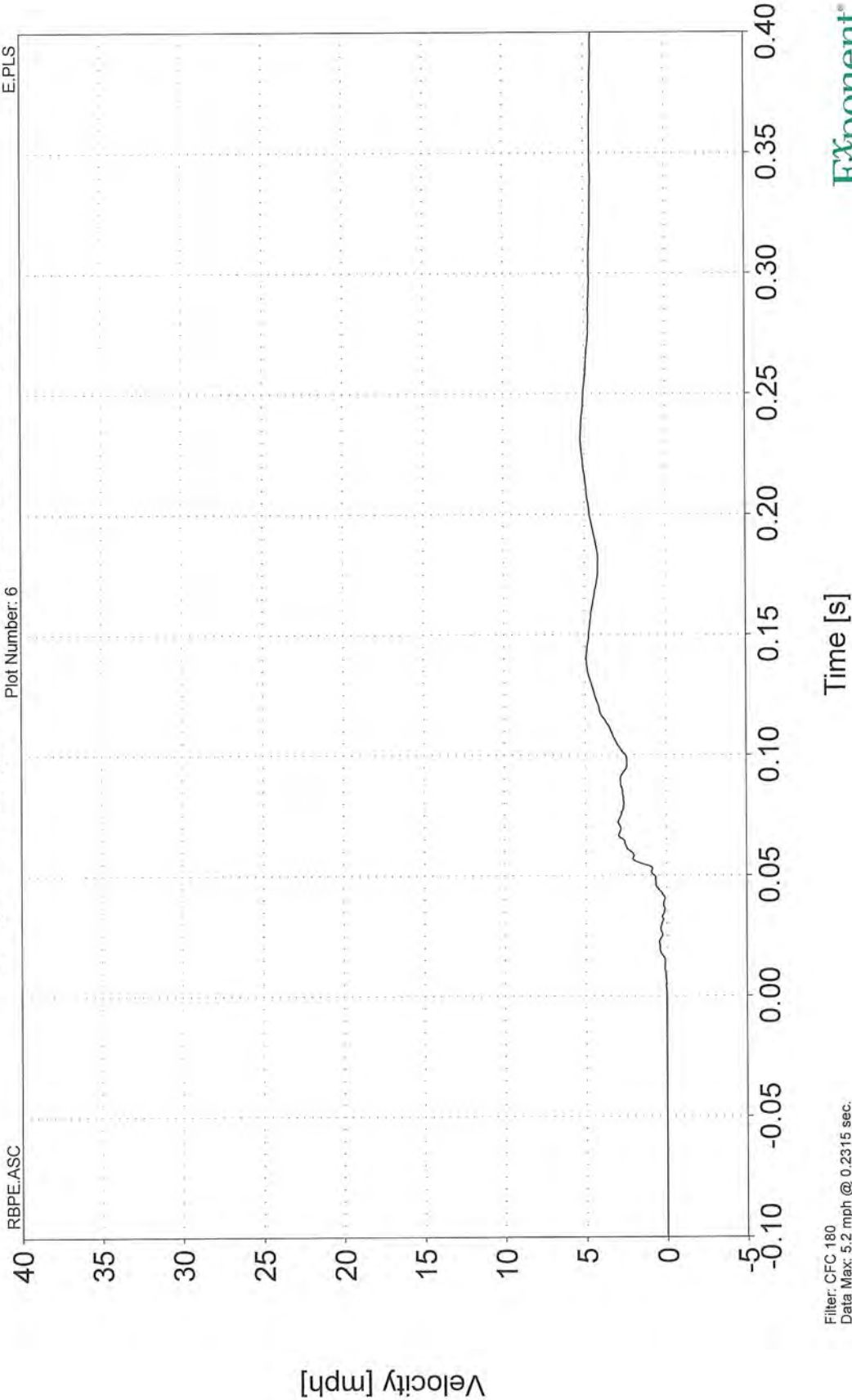
Filter: CFC 180
Data Max: 35.4 mph @ 0.2530 sec.
Data Min: 0.0 mph @ 0.0006 sec.

TEC2210759
2210759

Time [s]

Exponent®

Lateral Velocity v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

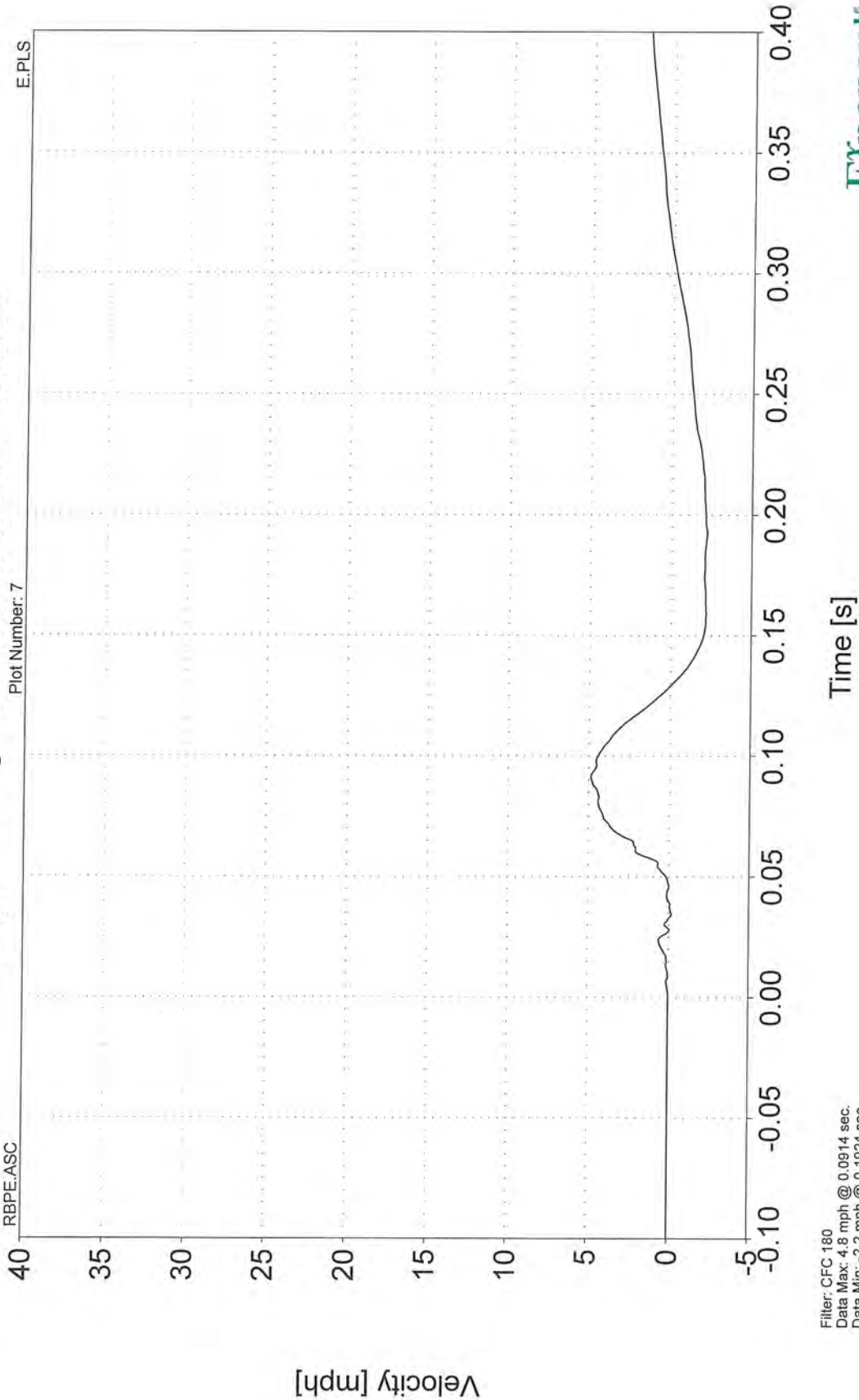


Filter: CFC 180
Data Max: 5.2 mph @ 0.2315 sec.
Data Min: 0.0 mph @ 0.0007 sec.

TEC2210759
2210759



Vertical Velocity v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

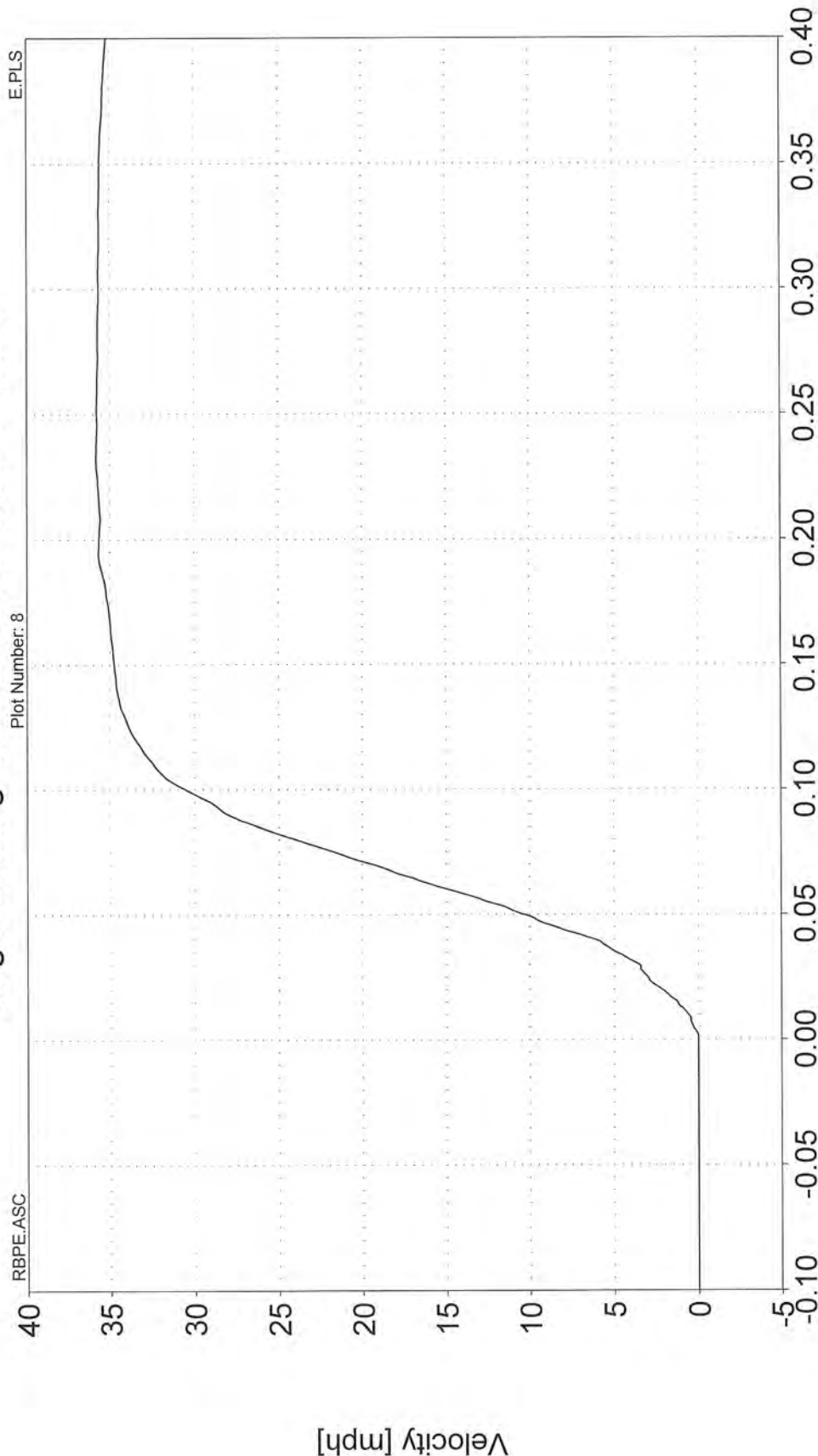


Filter: CFC 180
Data Max: 4.8 mph @ 0.0914 sec.
Data Min: -2.2 mph @ 0.1924 sec.

TEC2210759
2210759

Exponent®

Delta Velocity v Time
Right Rocker Panel at B-Pillar
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

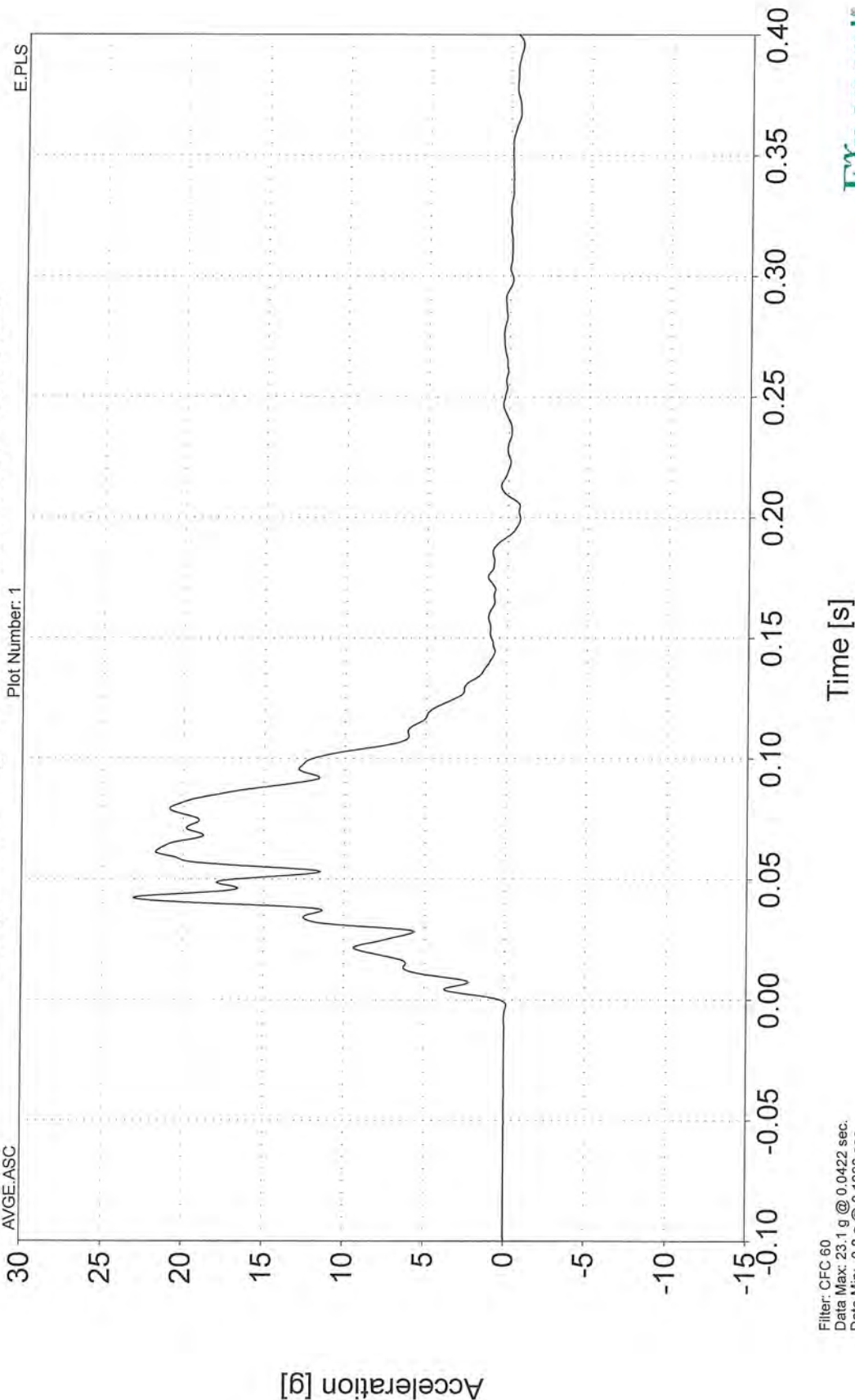


Filter: CFC 180
Data Max: 35.8 mph @ 0.2322 sec.
Data Min: 0.0 mph @ -0.1000 sec.

TEC2210759
2210759

Exponent®

Longitudinal Acceleration v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

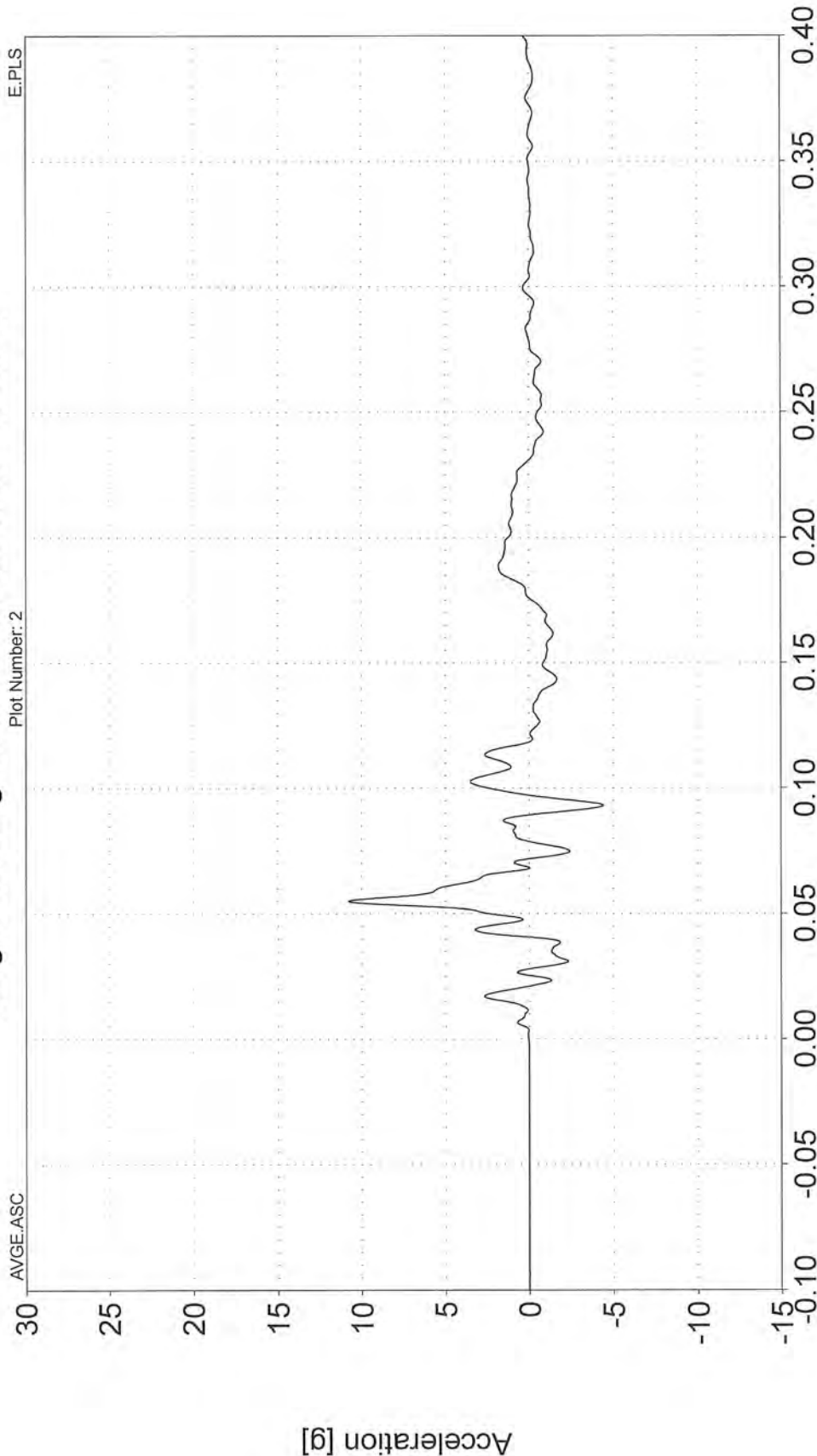


Filter: CFC 60
Data Max: 23.1 g @ 0.0422 sec.
Data Min: -0.8 g @ 0.1996 sec.

TEC2210759
2210759

Exponent®

Lateral Acceleration v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

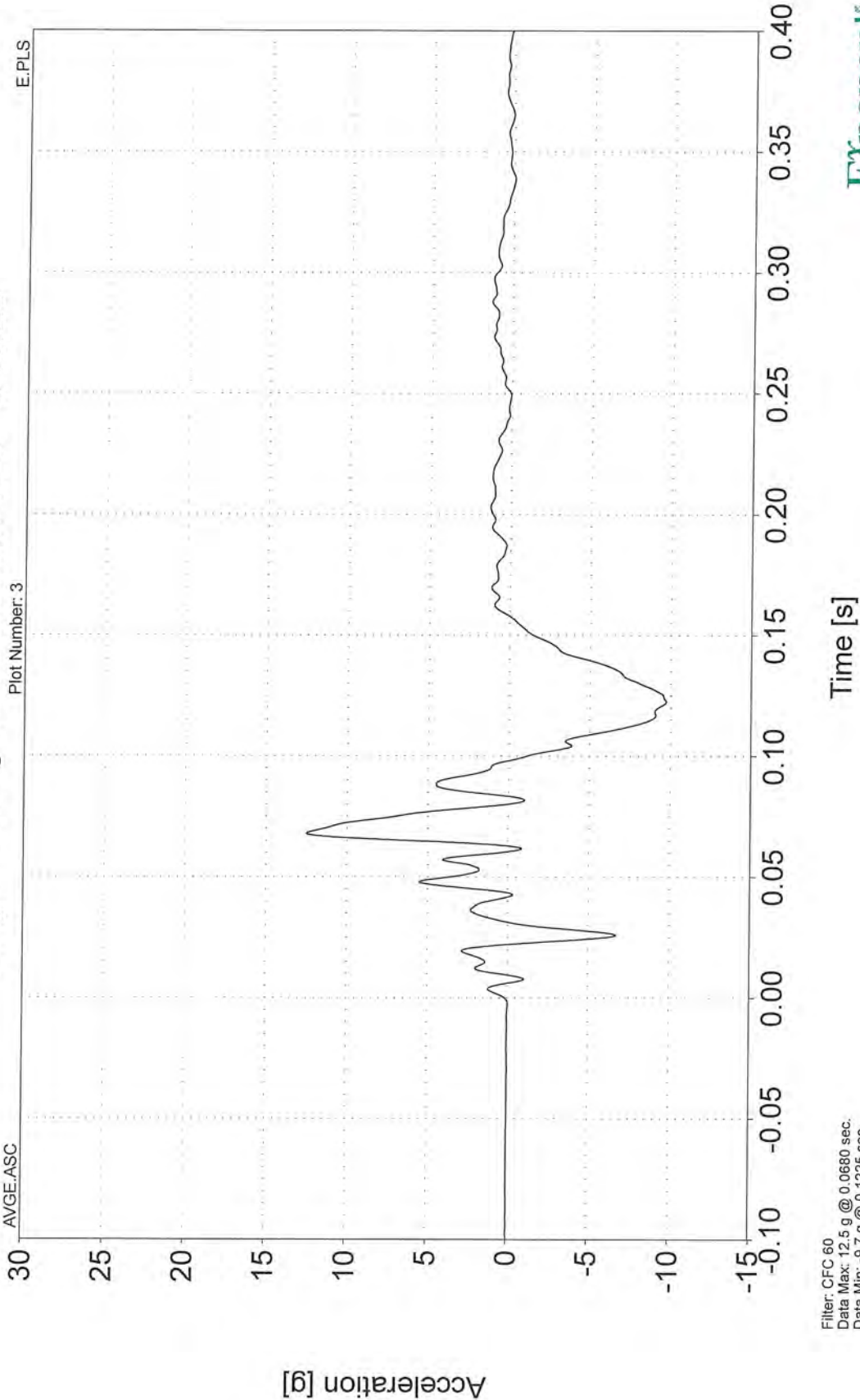


Filter: CFC 60
Data Max: 10.7 g @ 0.0550 sec.
Data Min: -4.4 g @ 0.0931 sec.

TEC2210759
2210759

Exponent[®]

Vertical Acceleration v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

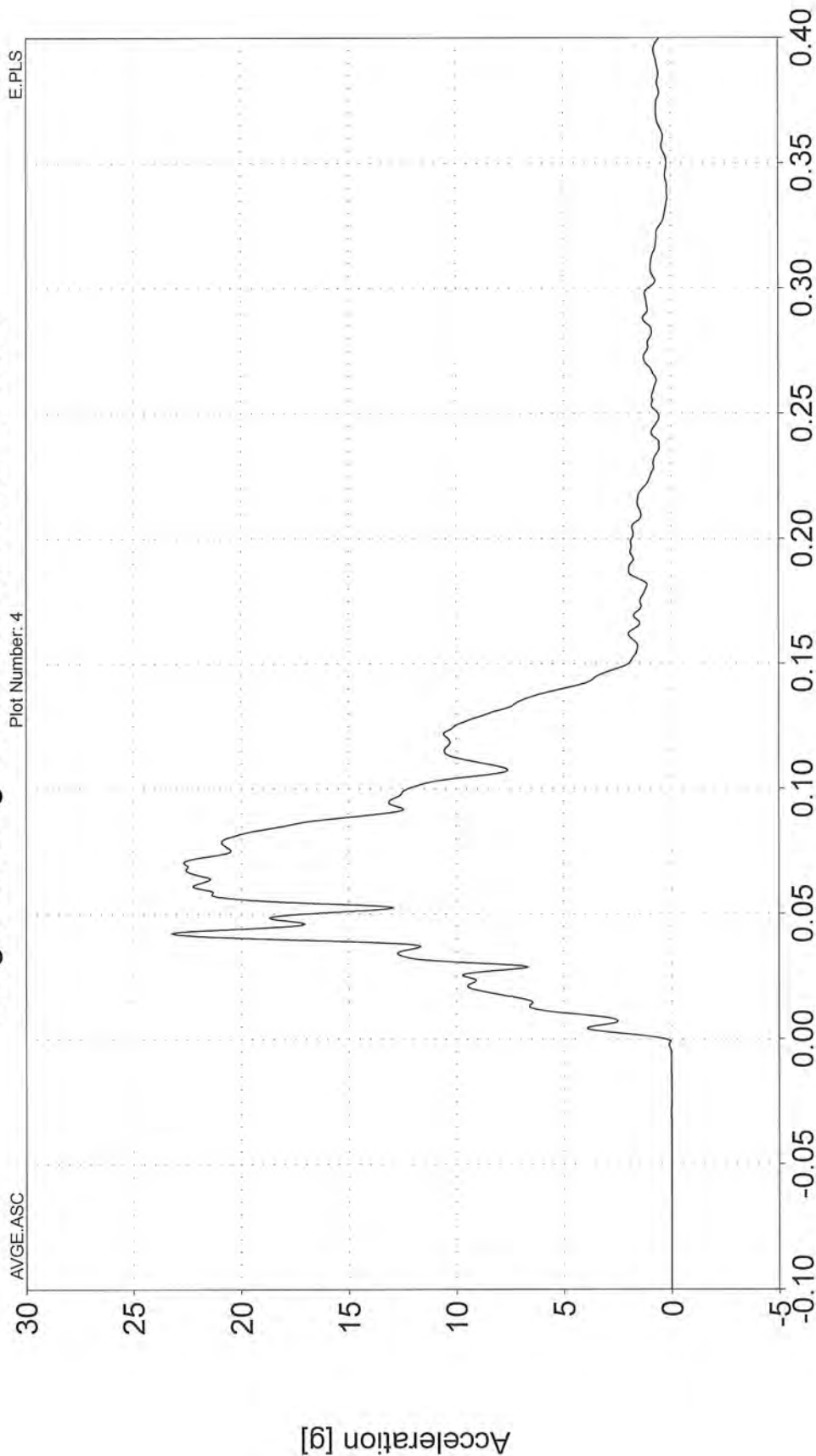


Filter: CFC 60
Data Max: 12.5 g @ 0.0680 sec.
Data Min: -9.7 g @ 0.1225 sec.

TEC2210759
2210759

Exponent

Resultant Acceleration v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23

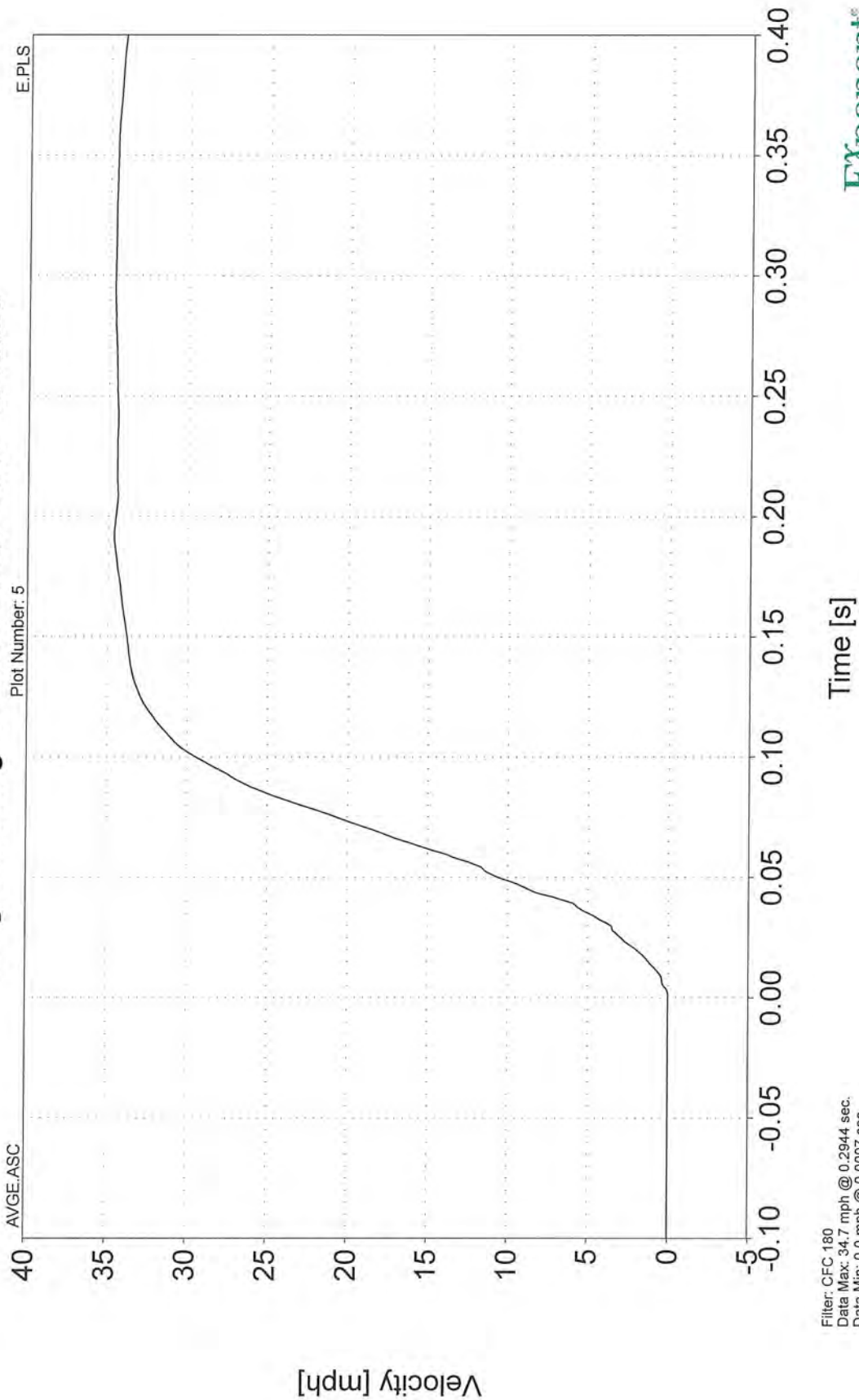


Filter: CFC 60
Data Max: 23.2 g @ 0.0422 sec.
Data Min: 0.0 g @ -0.0689 sec.

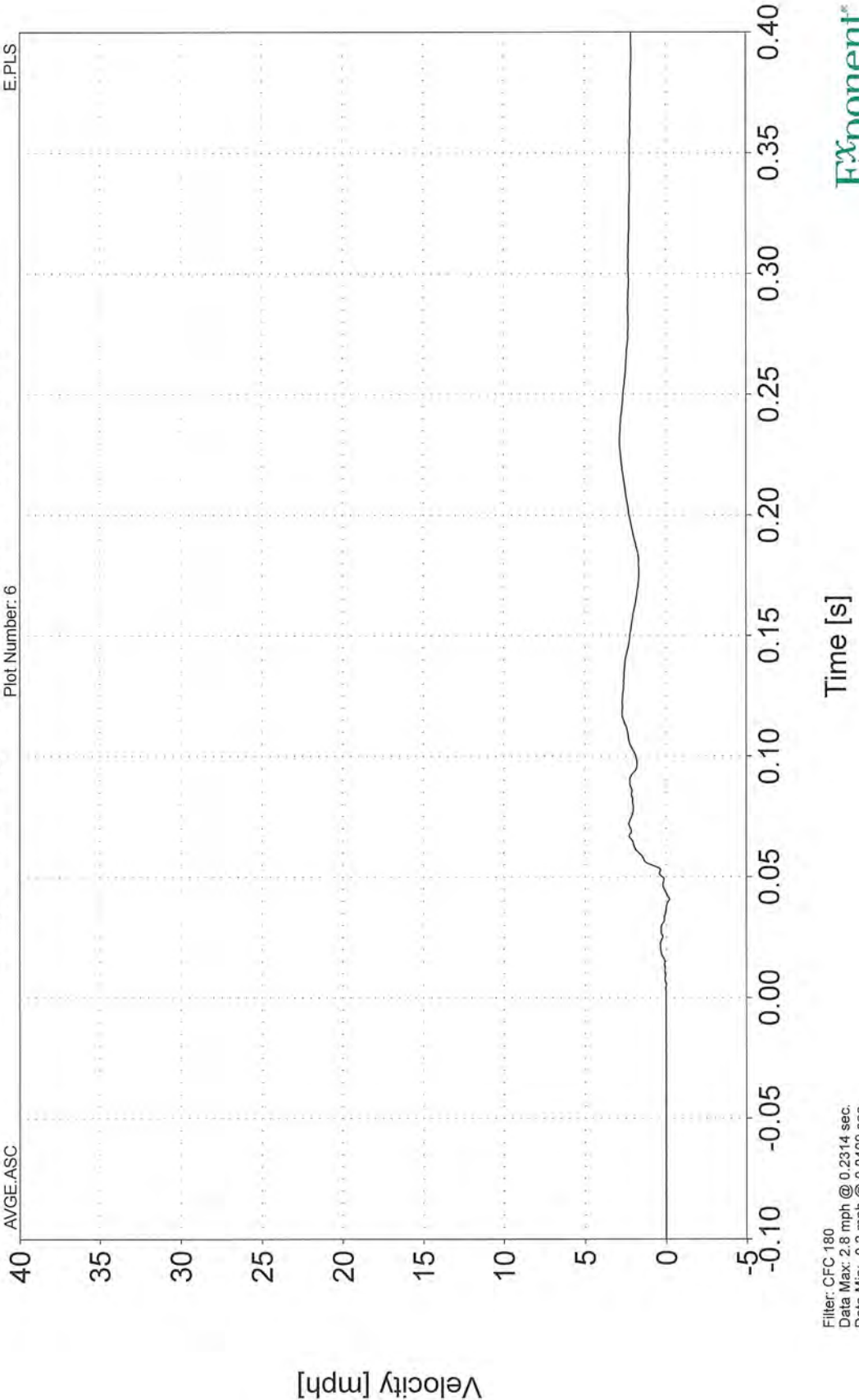
TEC2210759
2210759

Exponent®

Longitudinal Velocity v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



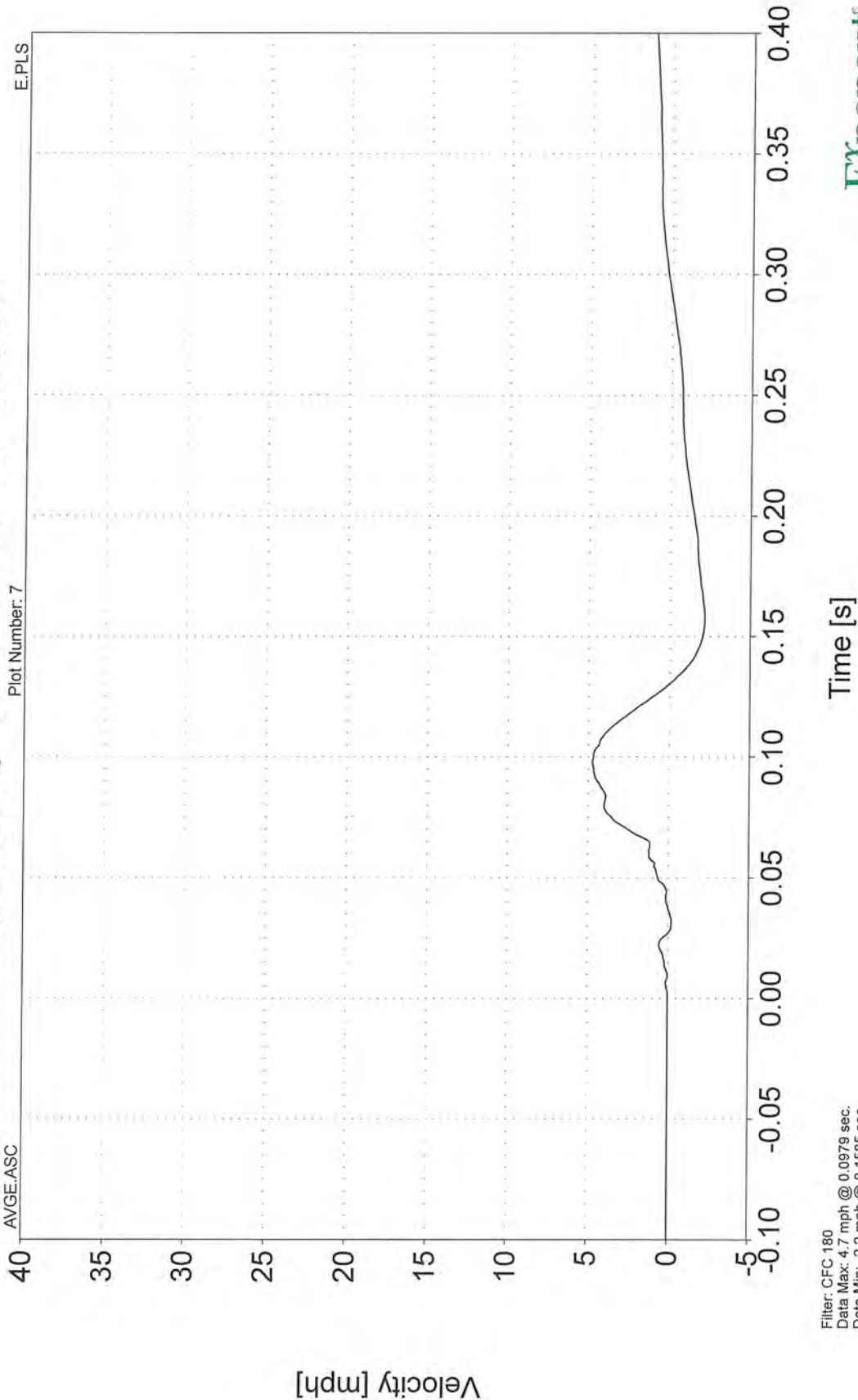
Lateral Velocity v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



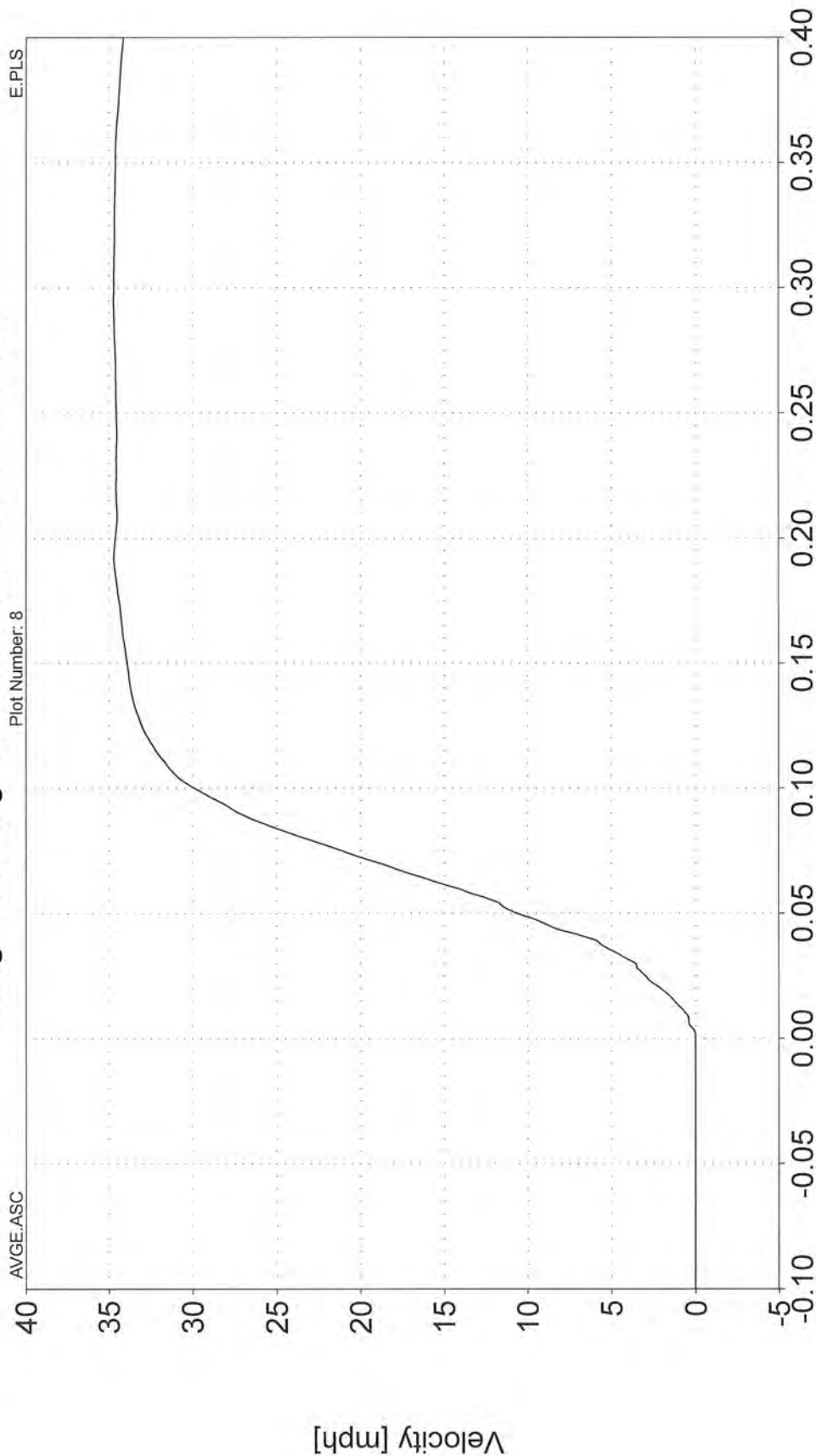
Filter: CFC 180
Data Max: 2.8 mph @ 0.2314 sec.
Data Min: -0.2 mph @ 0.0409 sec.

TEC2210759
2210759

Vertical Velocity v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



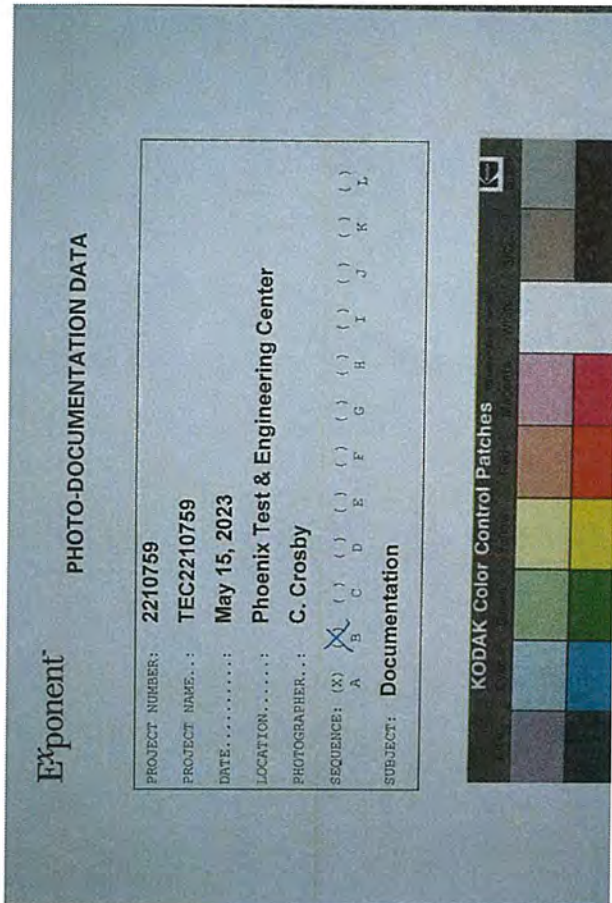
Delta Velocity v Time
Average of Left and Right Rocker Panels
2008 Ford Escape
Single-Moving-Vehicle Crash Test - 5/15/23



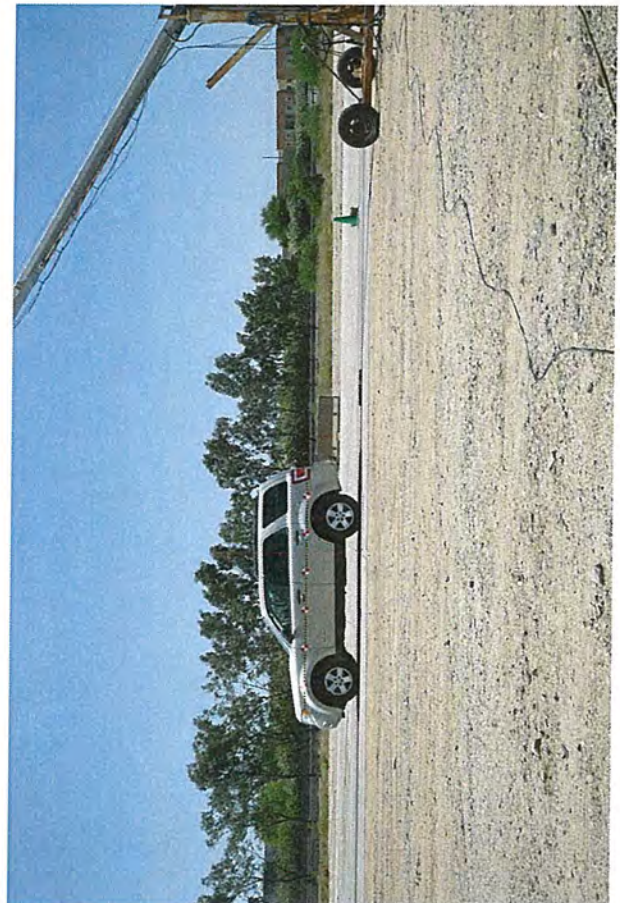
Filter: CFC 180
Data Max: 34.8 mph @ 0.2942 sec.
Data Min: 0.0 mph @ -0.1000 sec.

TEC2210759
2210759

Exponent®



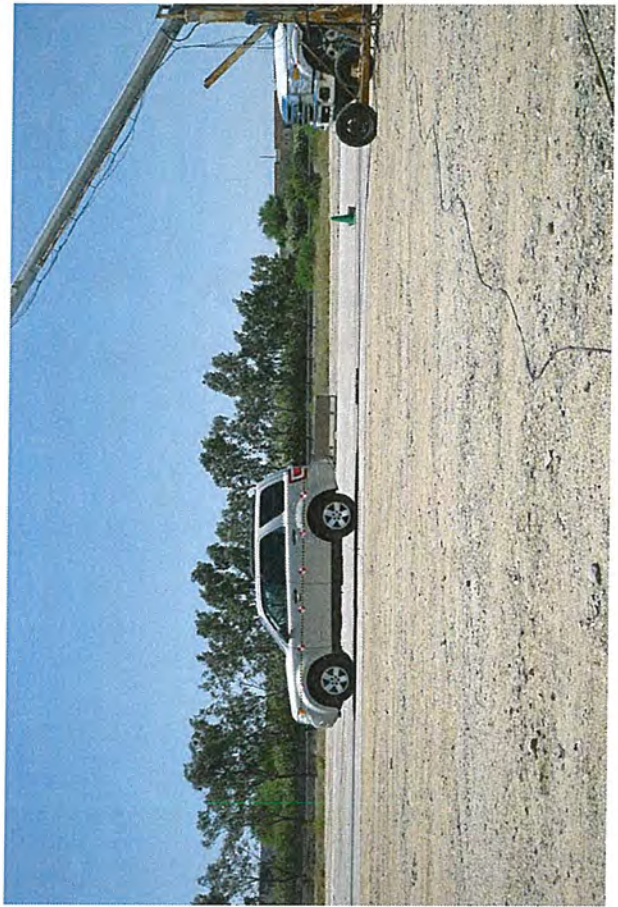
12327PH_0288



12327PH_0290



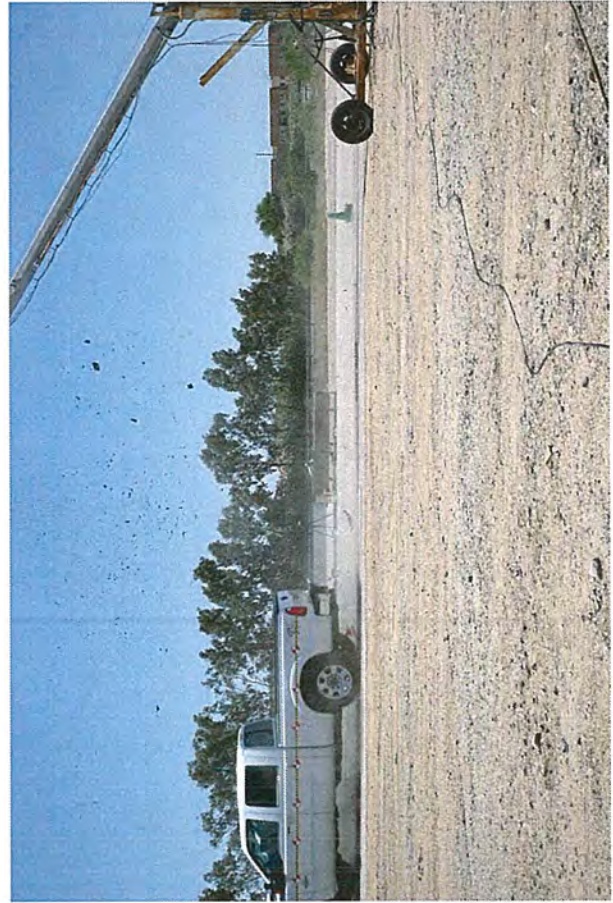
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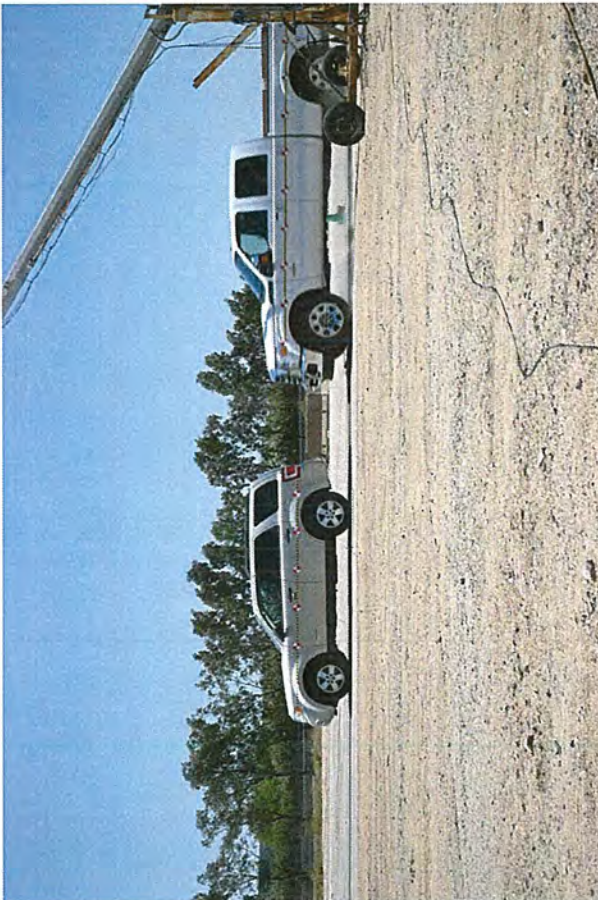
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12327PH_0293



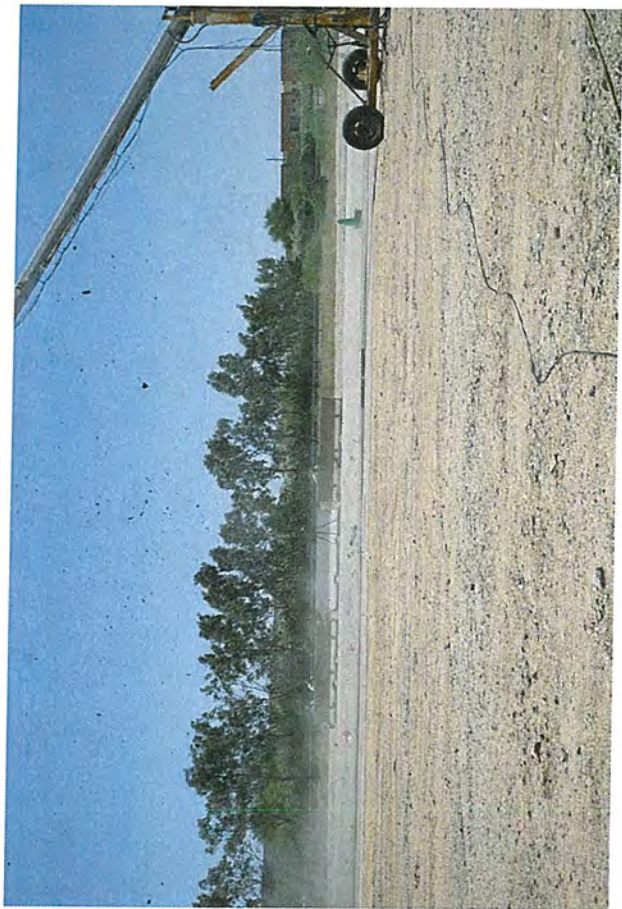
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12327PH_0292



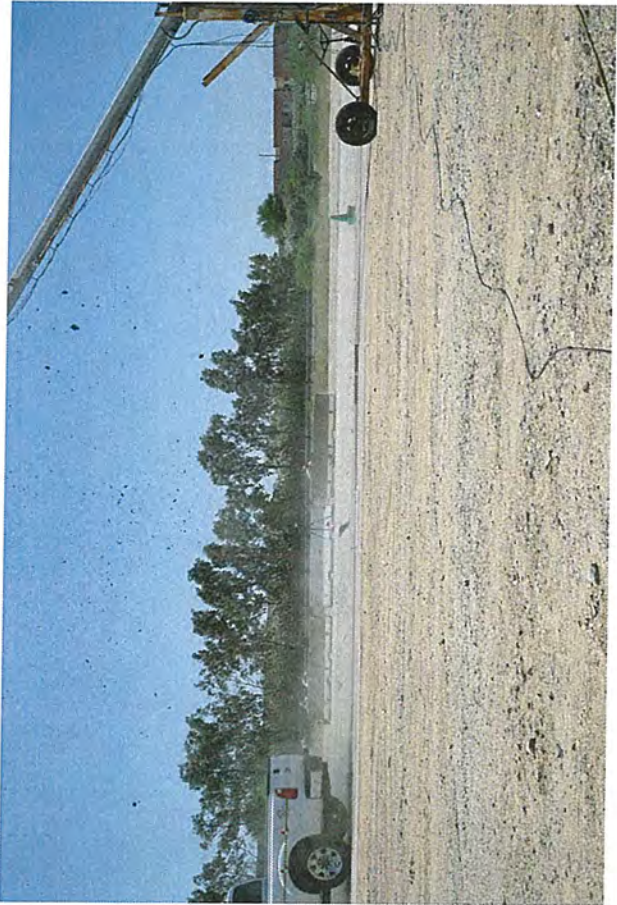
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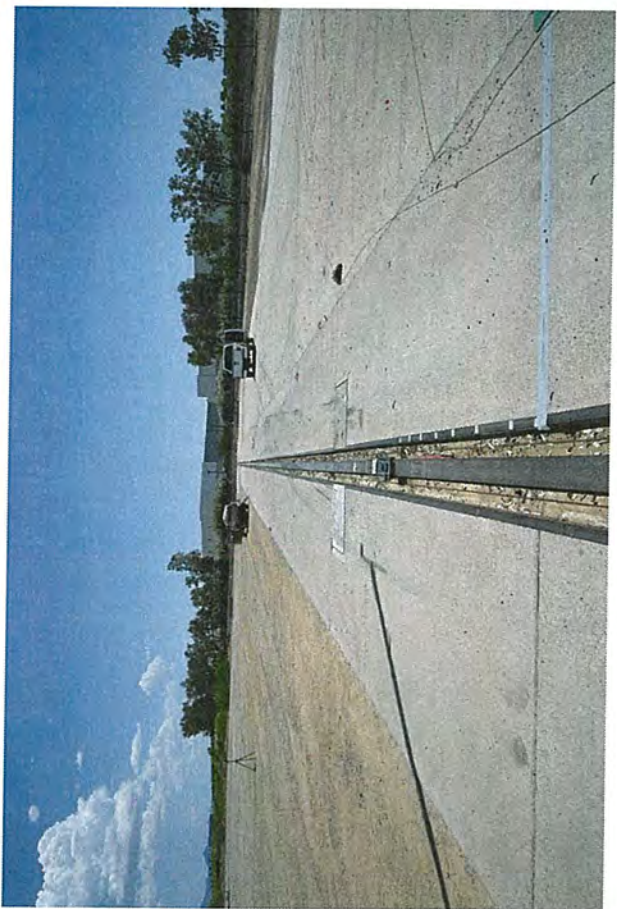
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12327PH_0299



12327PH_0296



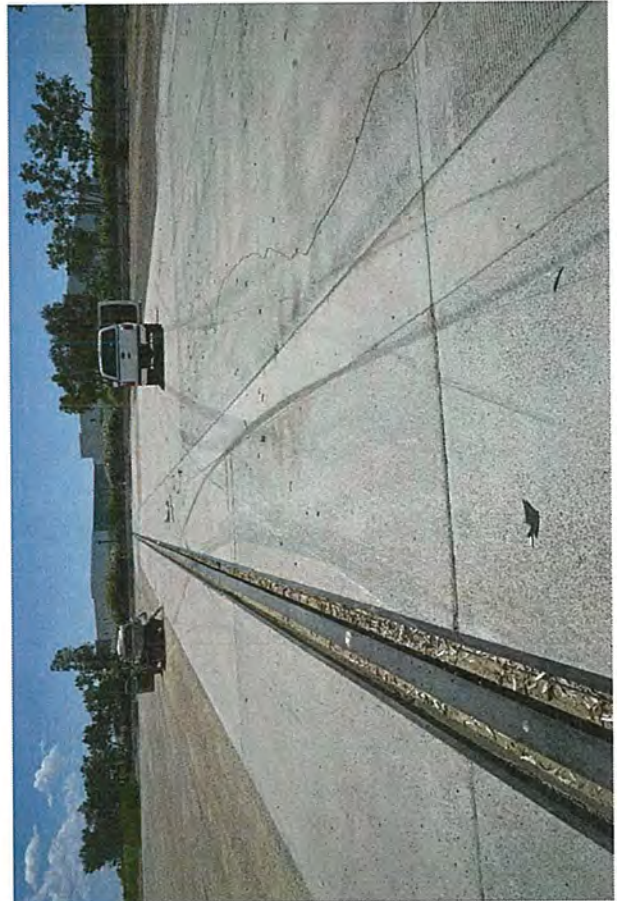
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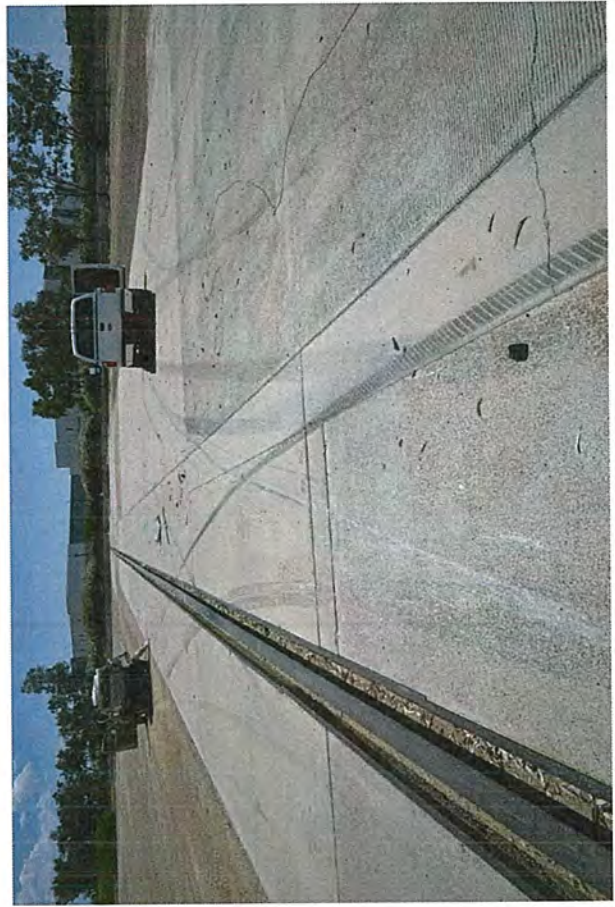
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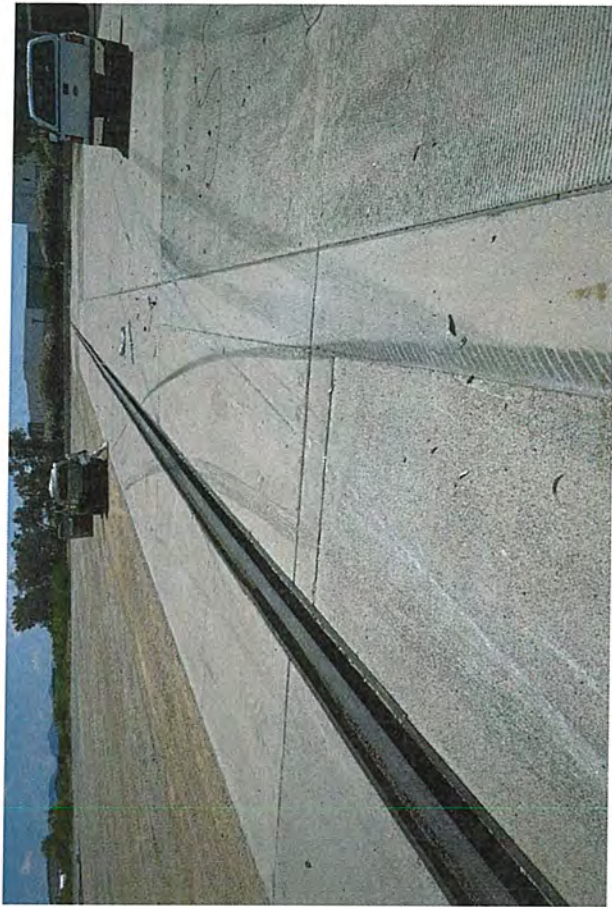
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12327PH_0302



12327PH_0303



12327PH_0305



12327PH_0307



12327PH_0304



12327PH_0306



12327PH_0309



12327PH_0311



12327PH_0308



12327PH_0310



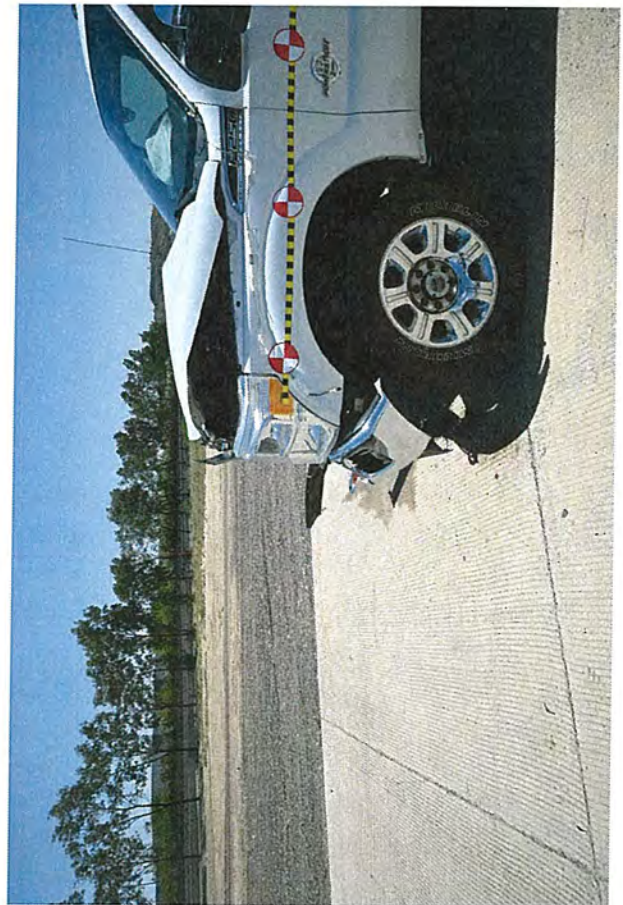
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12327PH_0315



12327PH_0312



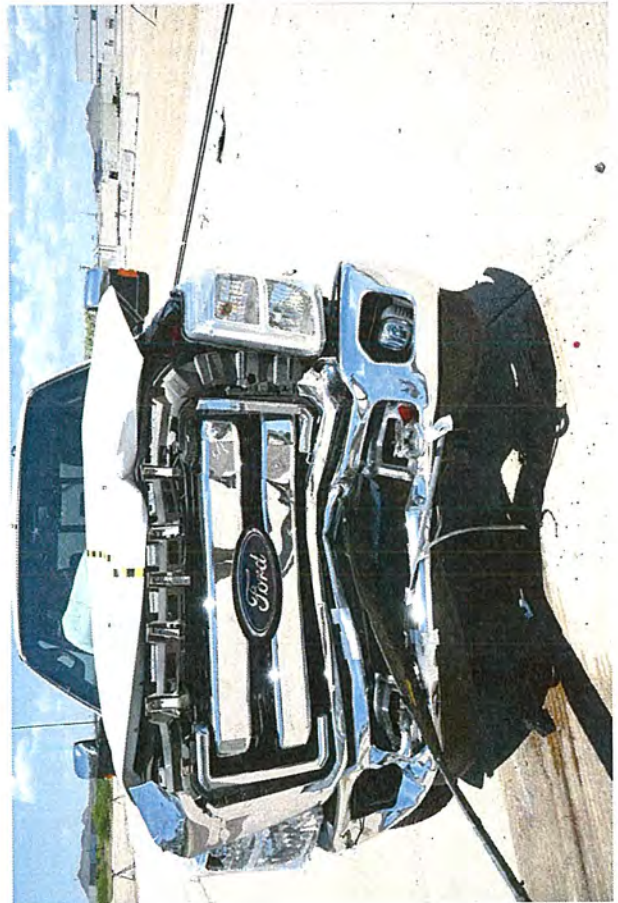
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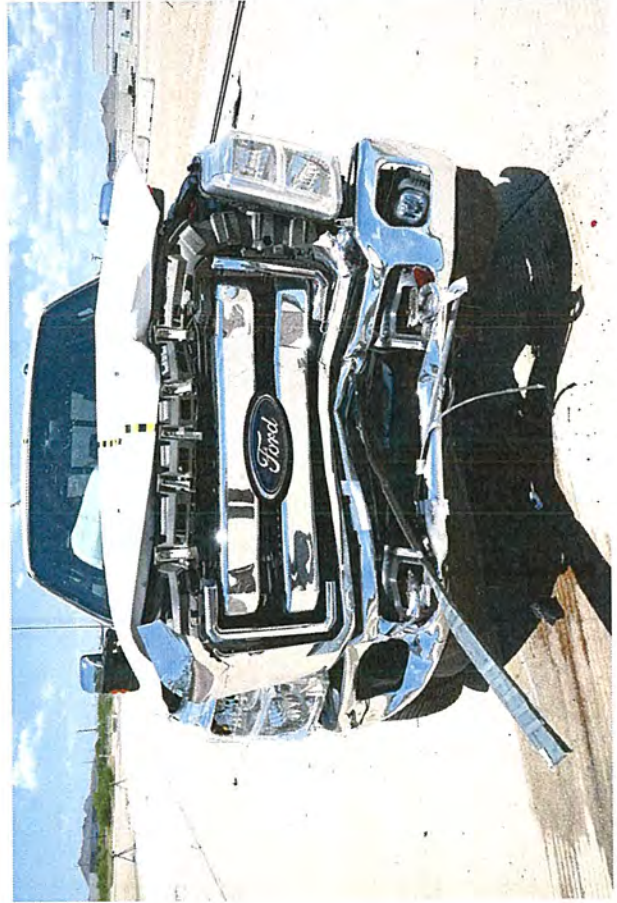
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12327PH_0317



12327PH_0318



12327PH_0319



12327PH_0321



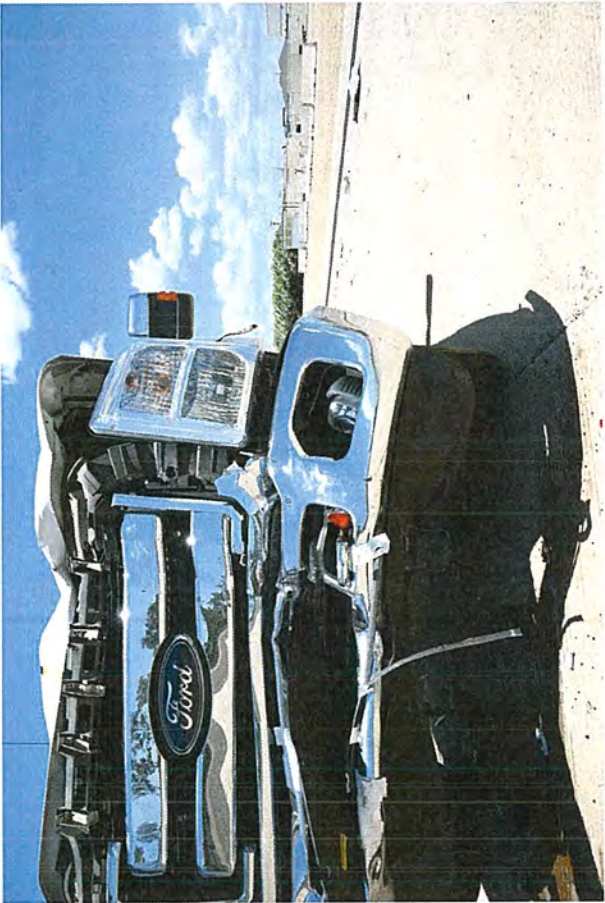
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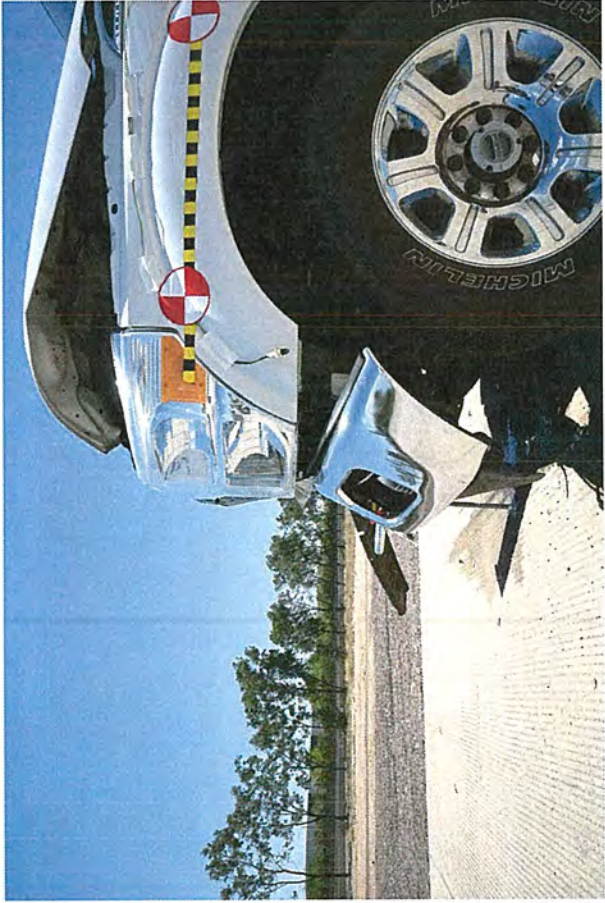
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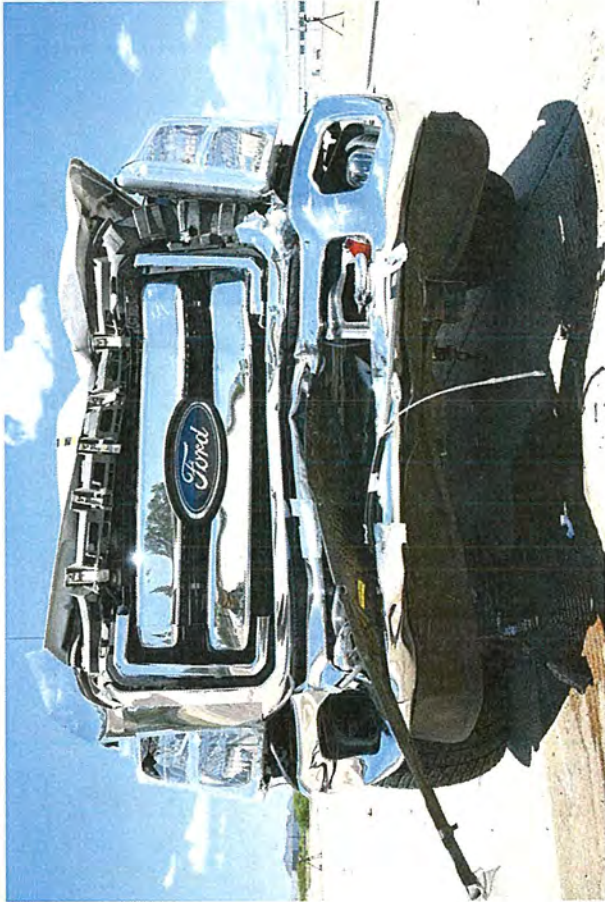
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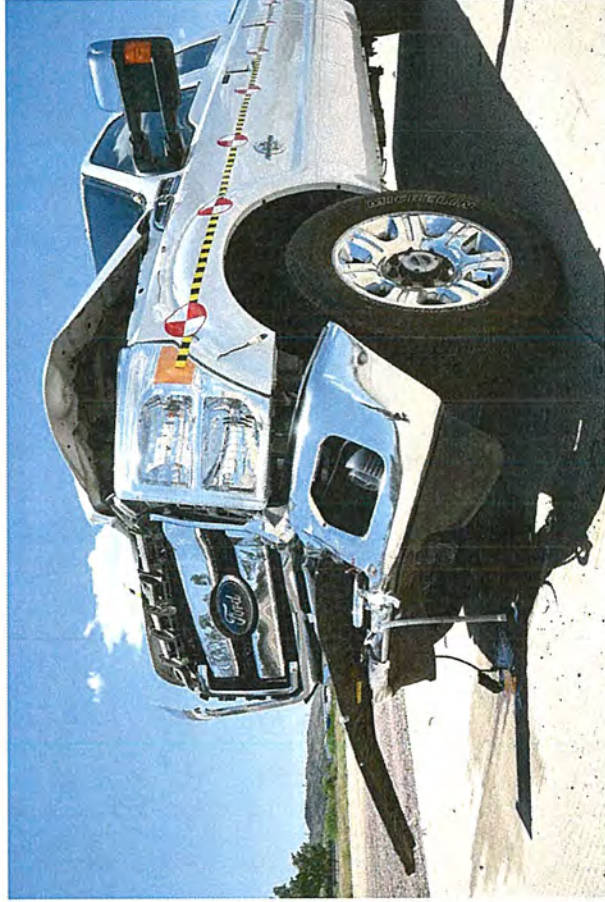
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12327PH_0327



12327PH_0324



12327PH_0326



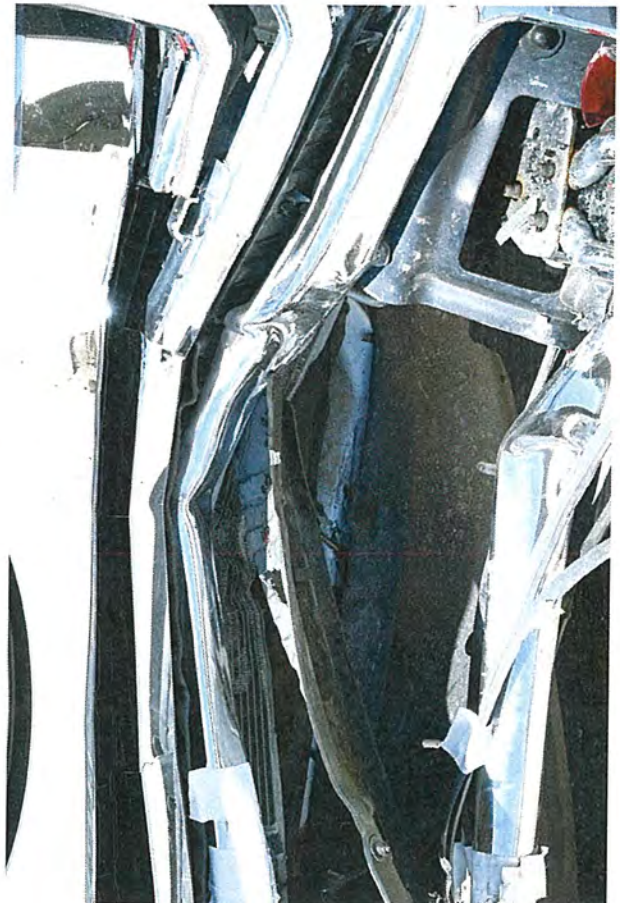
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12327PH_0331



12327PH_0328



12327PH_0330



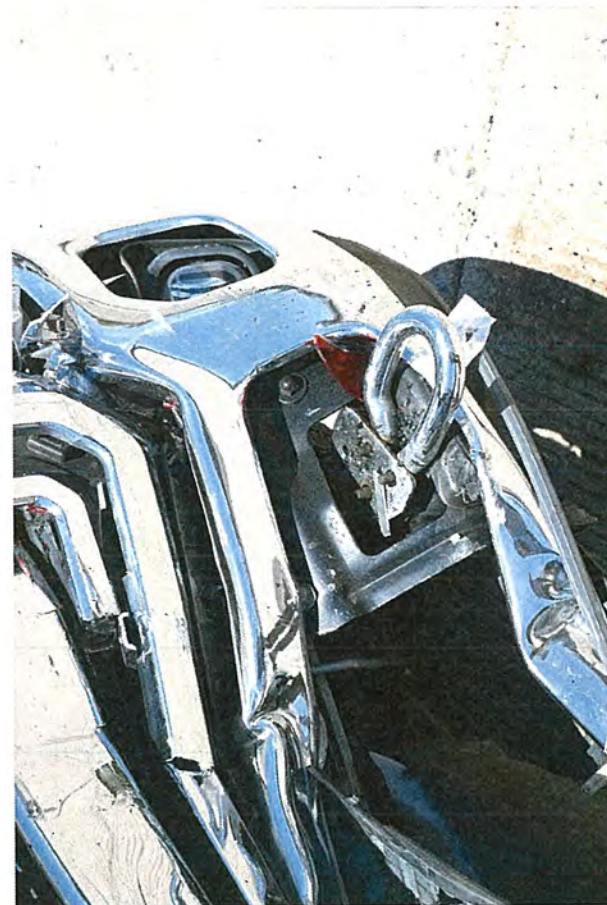
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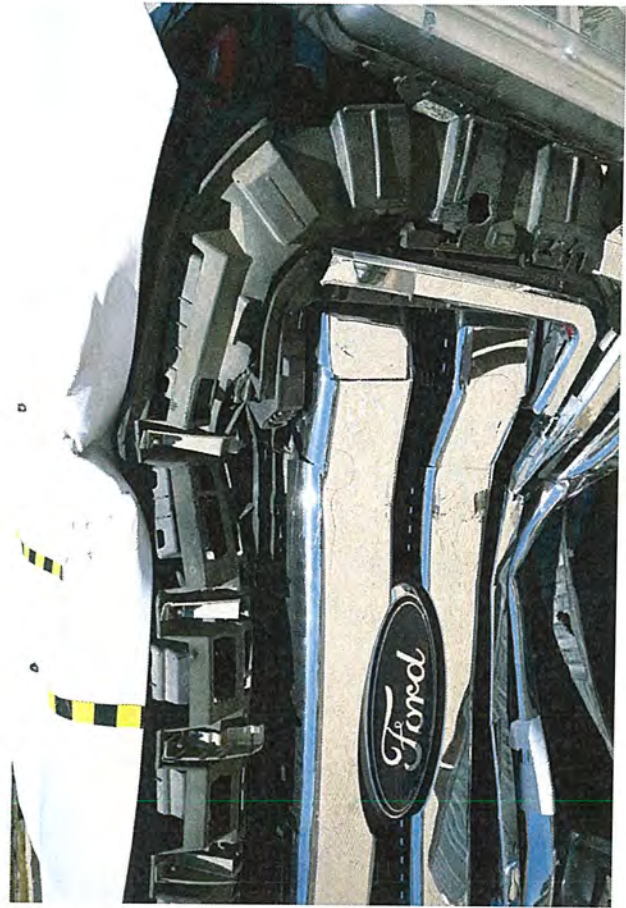
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12327PH_0334



12327PH_0337



12327PH_0339



12327PH_0336



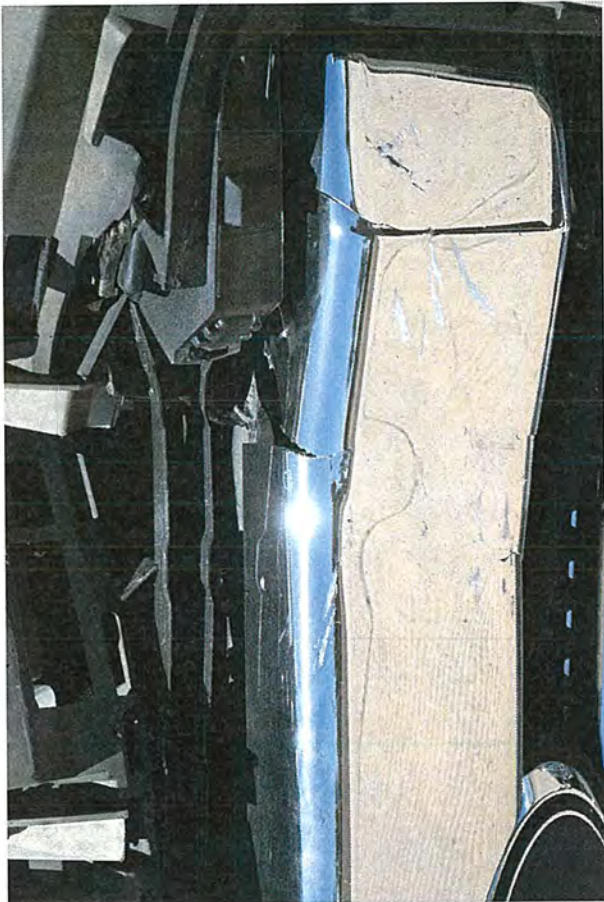
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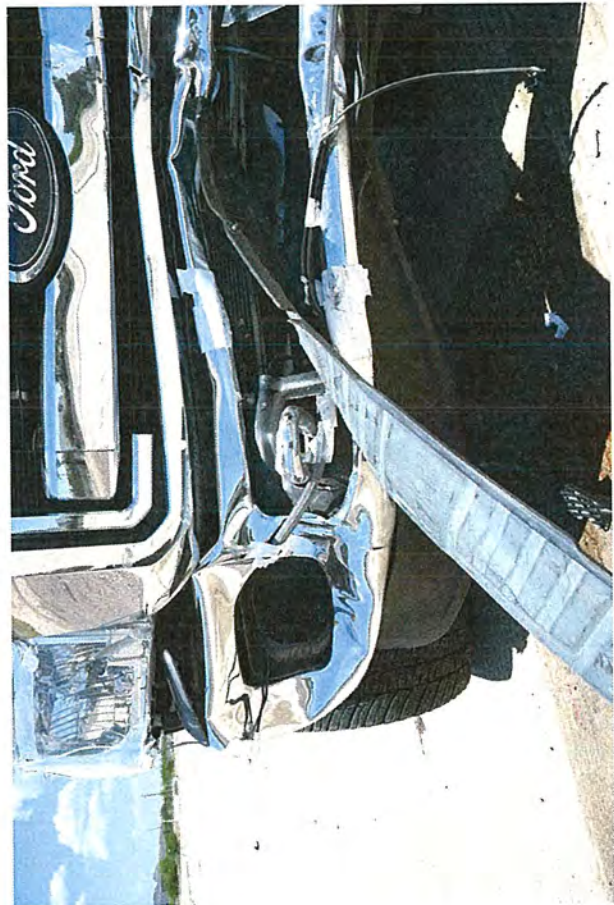
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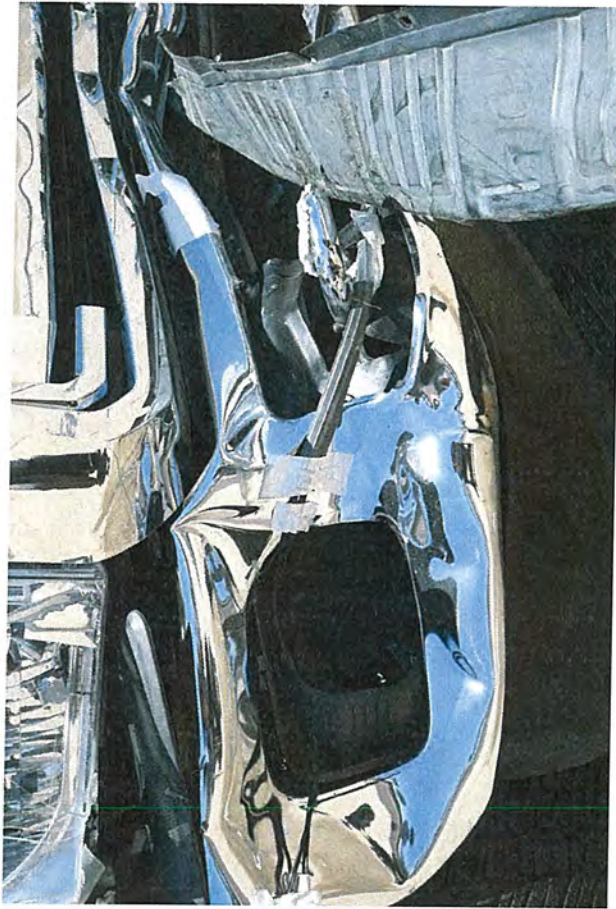
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12327PH_0340



12327PH_0342



12327PH_0345



12327PH_0347



12327PH_0344



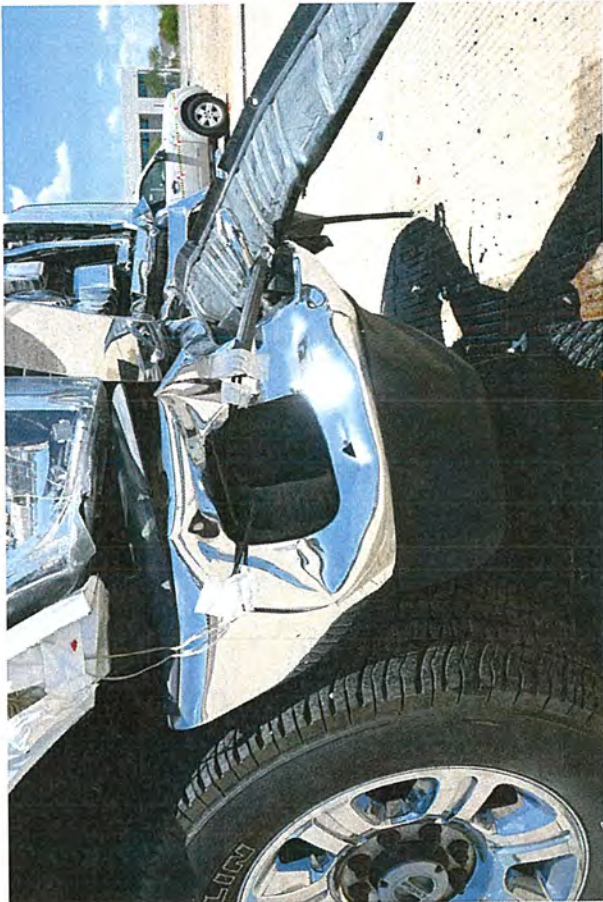
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12327PH_0349



12327PH_0351



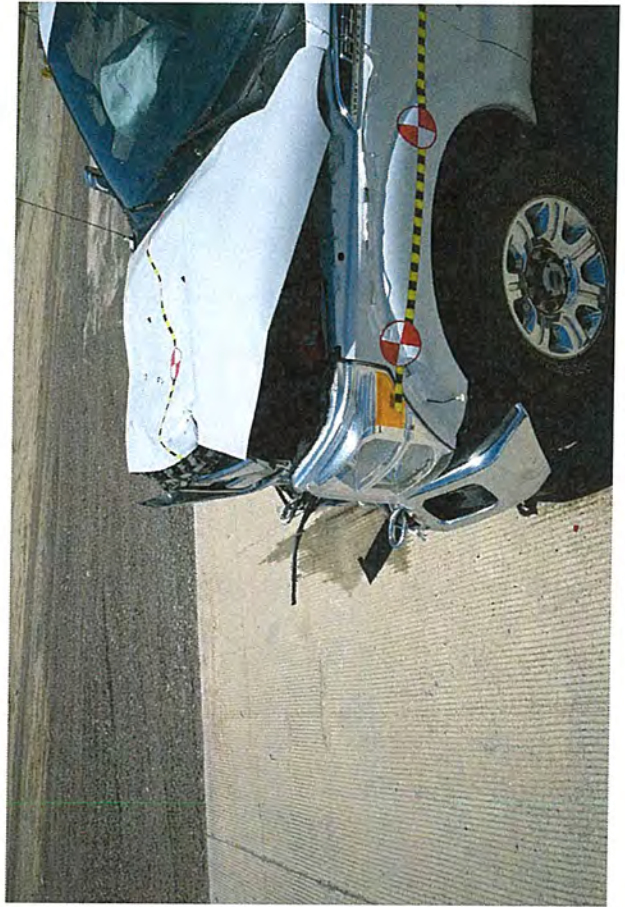
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12327PH_0350



12327PH_0353



12327PH_0355



12327PH_0352



12327PH_0354



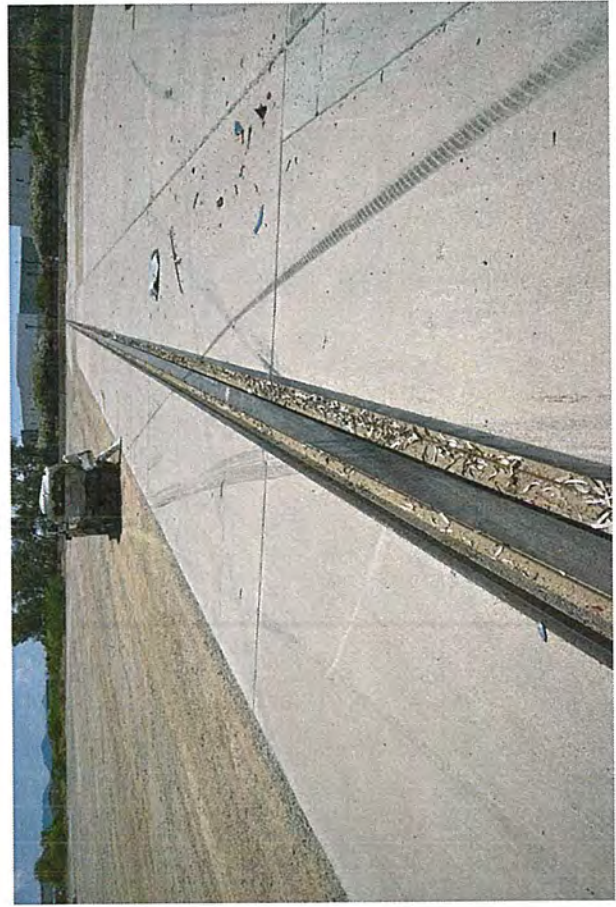
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12327PH_0357



12327PH_0358



12327PH_0359



12327PH_0361



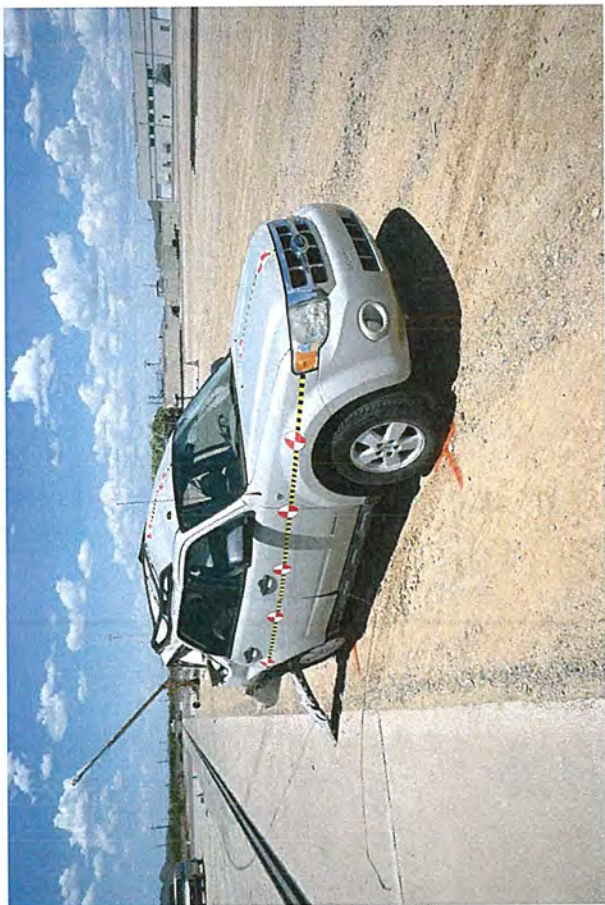
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12327PH_0360



12327PH_0362



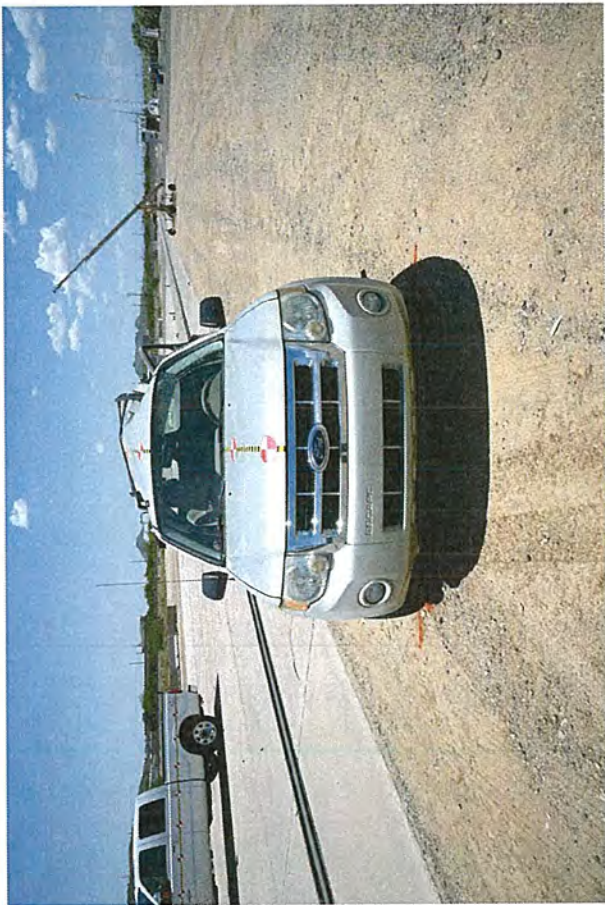
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12327PH_0367



12327PH_0364



12327PH_0366



12327PH_0369



12327PH_0371



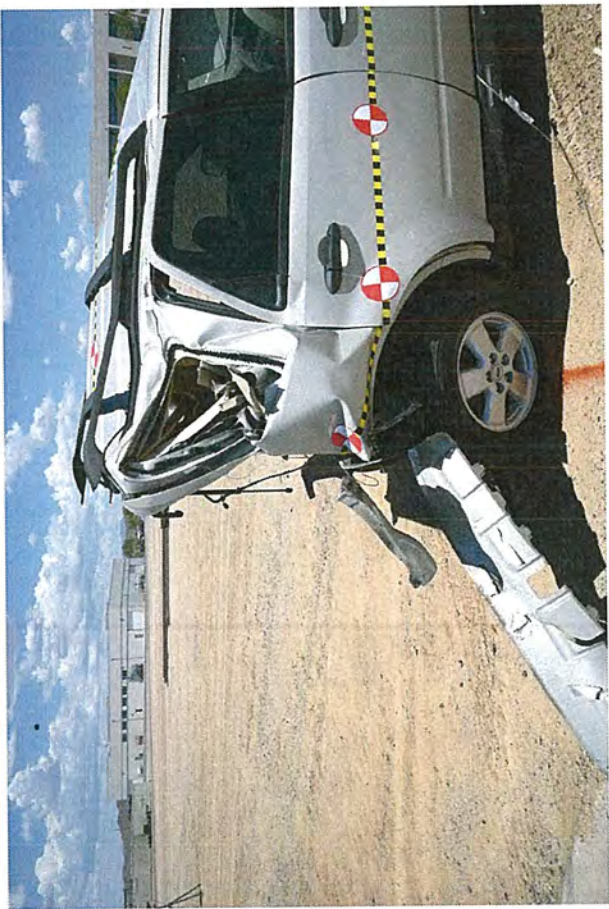
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12327PH_0370



12327PH_0373



12327PH_0375



12327PH_0372



12327PH_0374



12327PH_0376



12327PH_0377



12327PH_0378



12327PH_0379



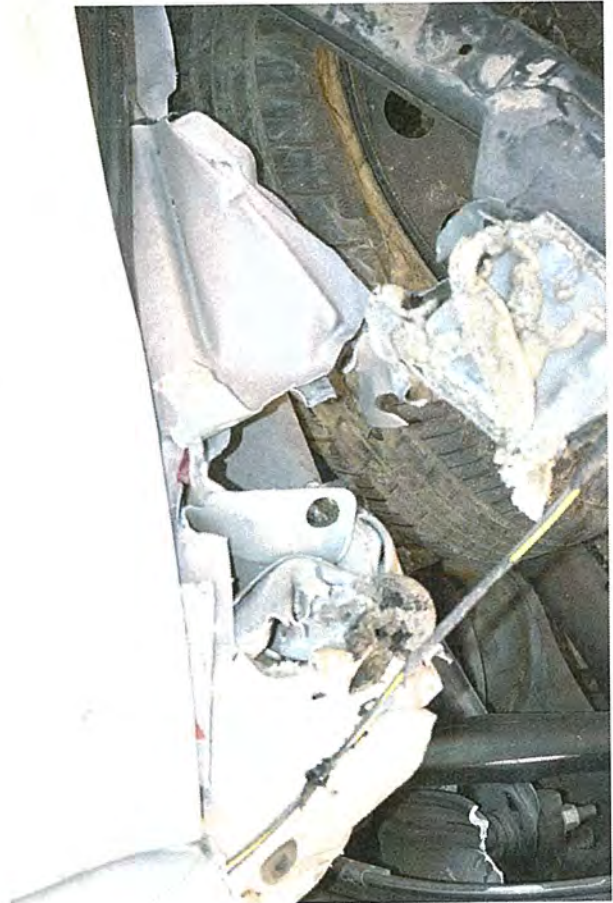
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12327PH_0386



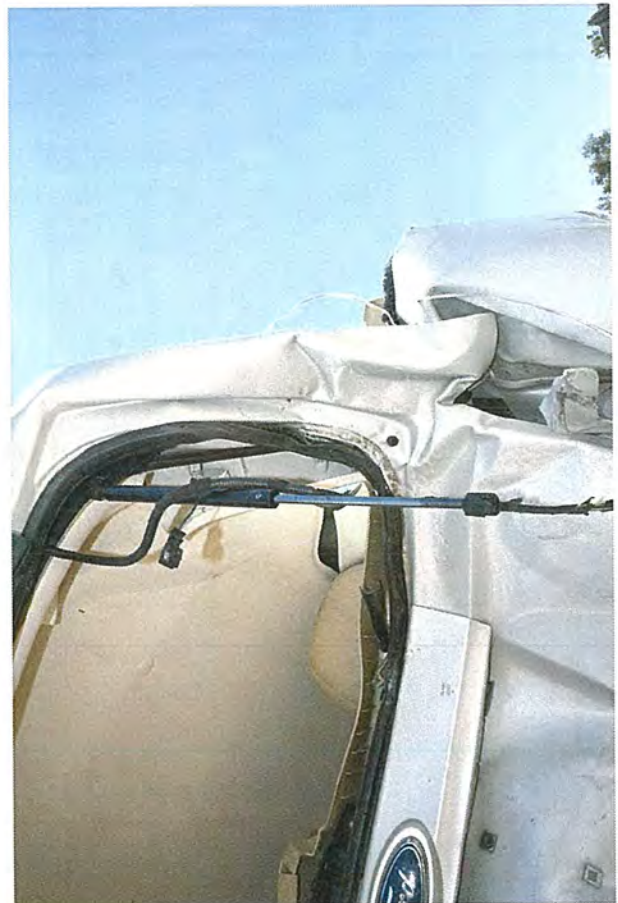
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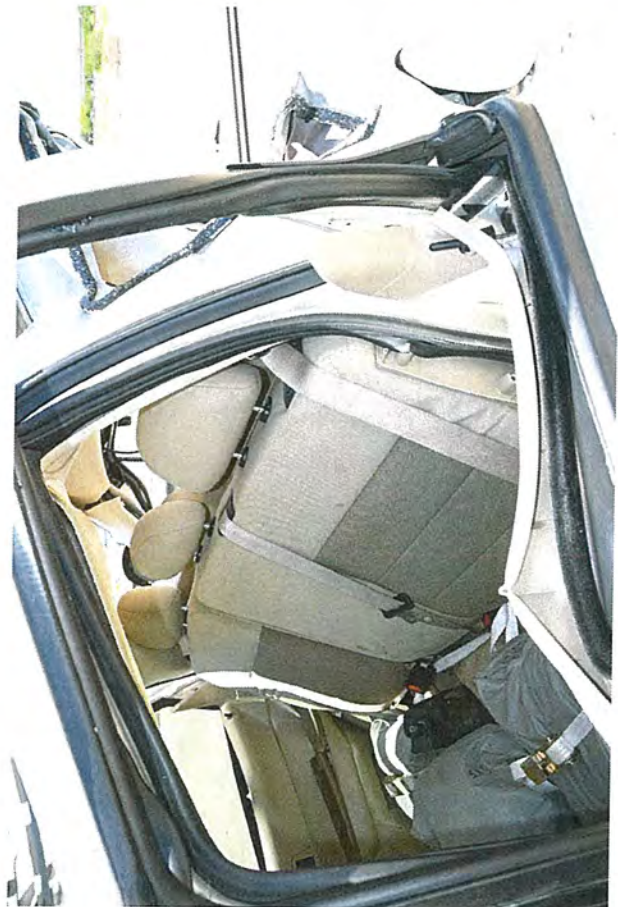
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12327PH_0396



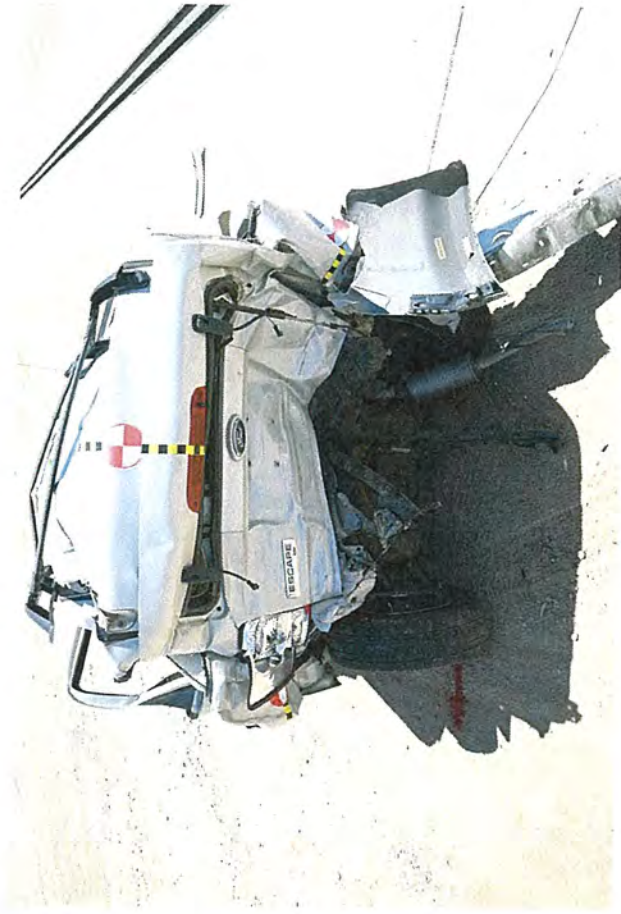
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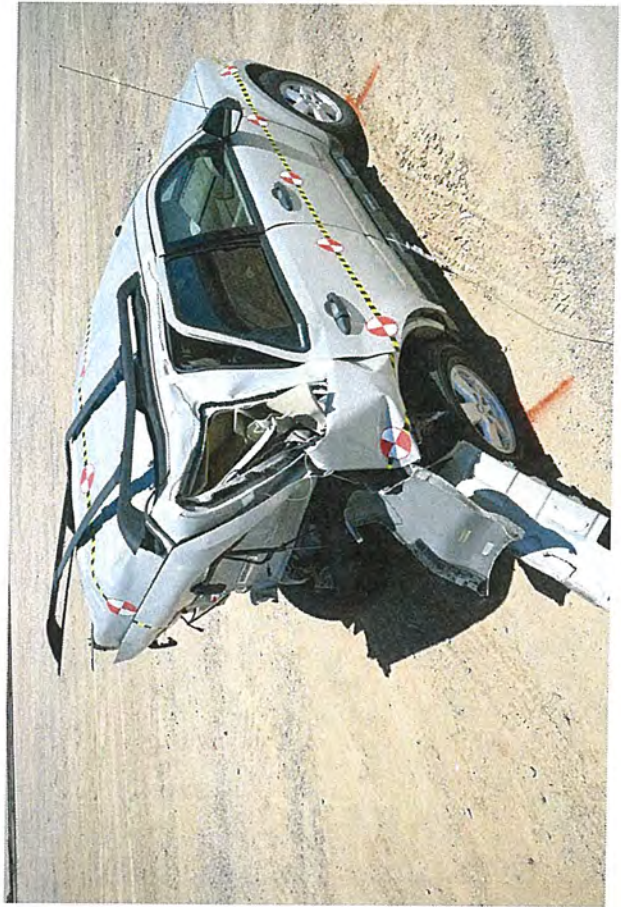
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12327PH_0399



12327PH_0401



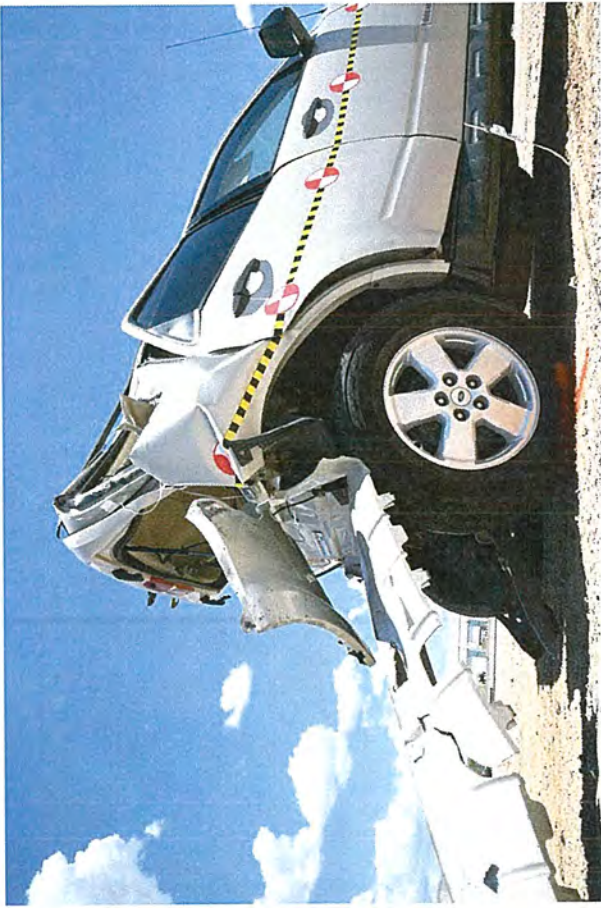
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12327PH_0405



12327PH_0407



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12327PH_0406



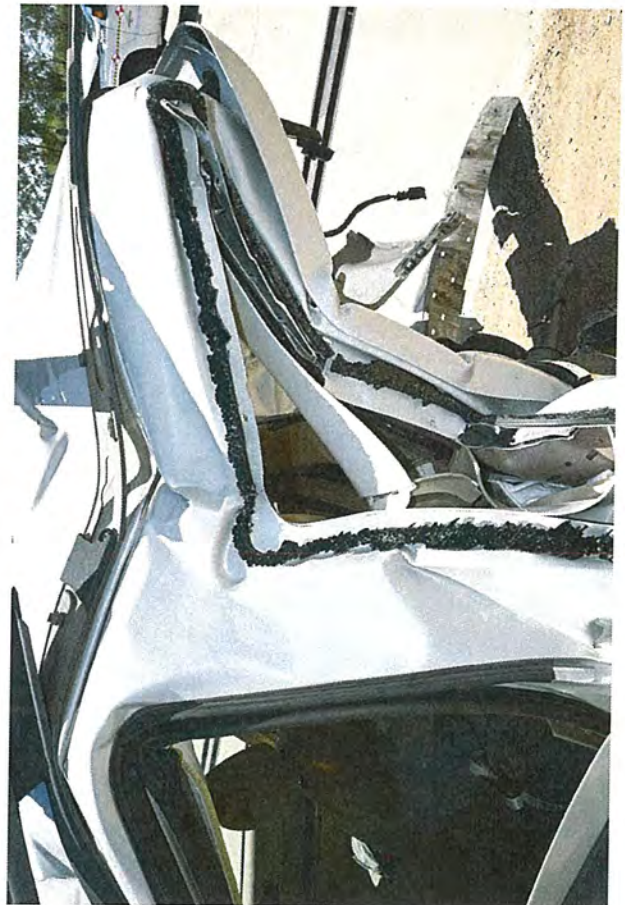
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12327PH_0413



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12327PH_0412



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12327PH_0417



12327PH_0419



12327PH_0416



12327PH_0418



12327PH_0421



12327PH_0423



12327PH_0420



12327PH_0422



12327PH_0425



12327PH_0427



12327PH_0424



12327PH_0426



12327PH_0429



12327PH_0431



12327PH_0428



12327PH_0430



12327PH_0433



12327PH_0435



12327PH_0432



12327PH_0434



12327PH_0437



12327PH_0439



12327PH_0436



12327PH_0438



12327PH_0441



12327PH_0443



12327PH_0440



12327PH_0442



12327PH_0445



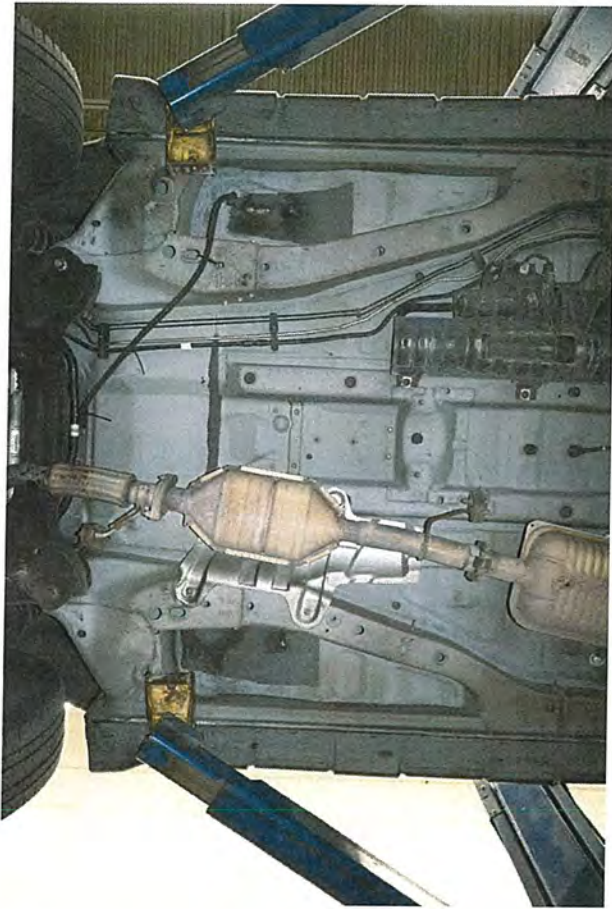
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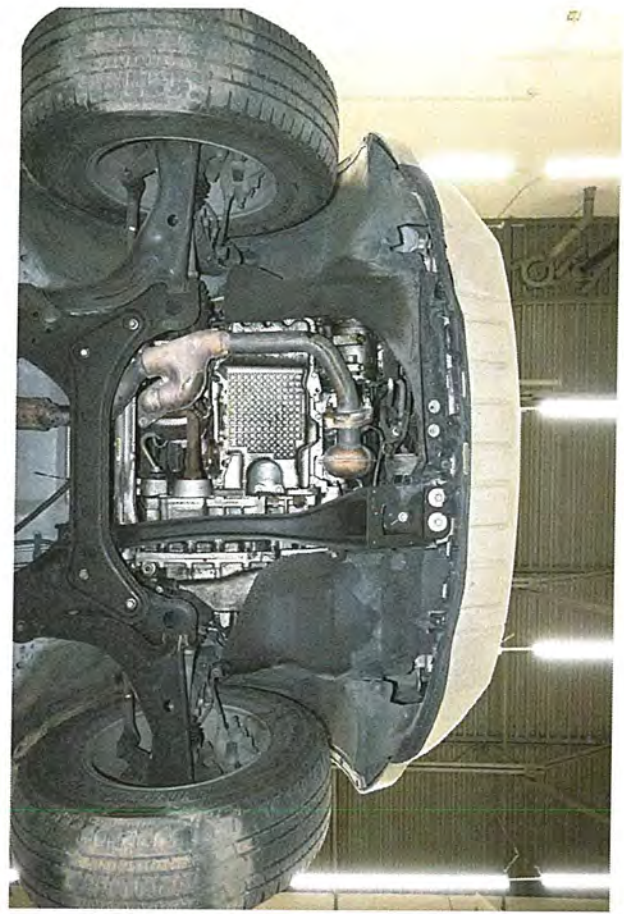
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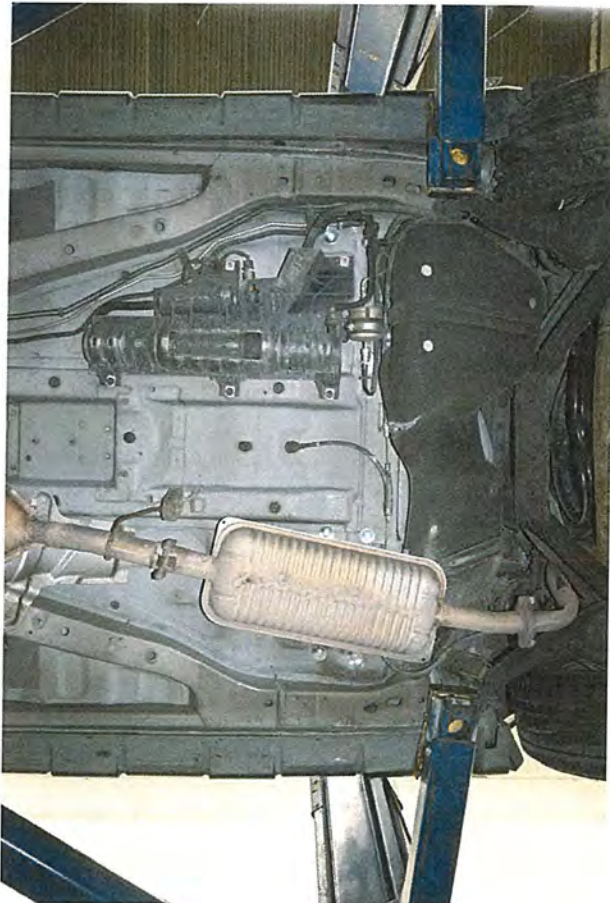
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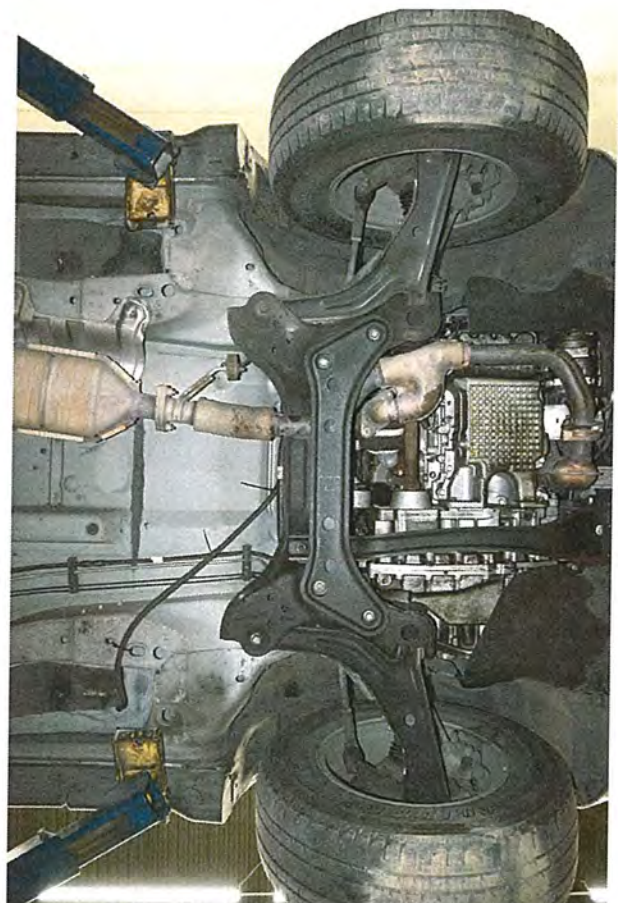
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12327PH_0451



12327PH_0448



12327PH_0450



12327PH_0453



12327PH_0455



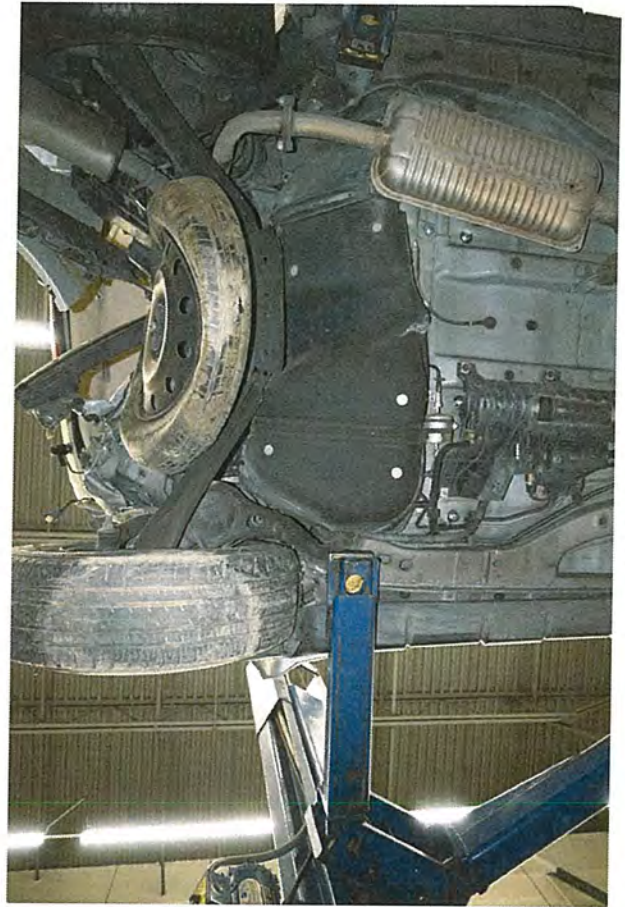
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12327PH_0454



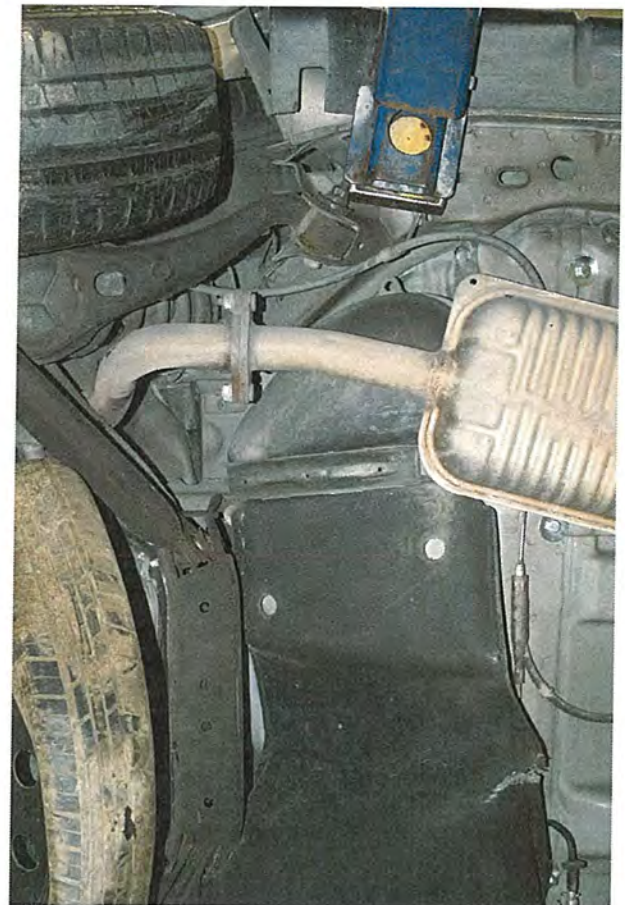
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12327PH_0459



12327PH_0456



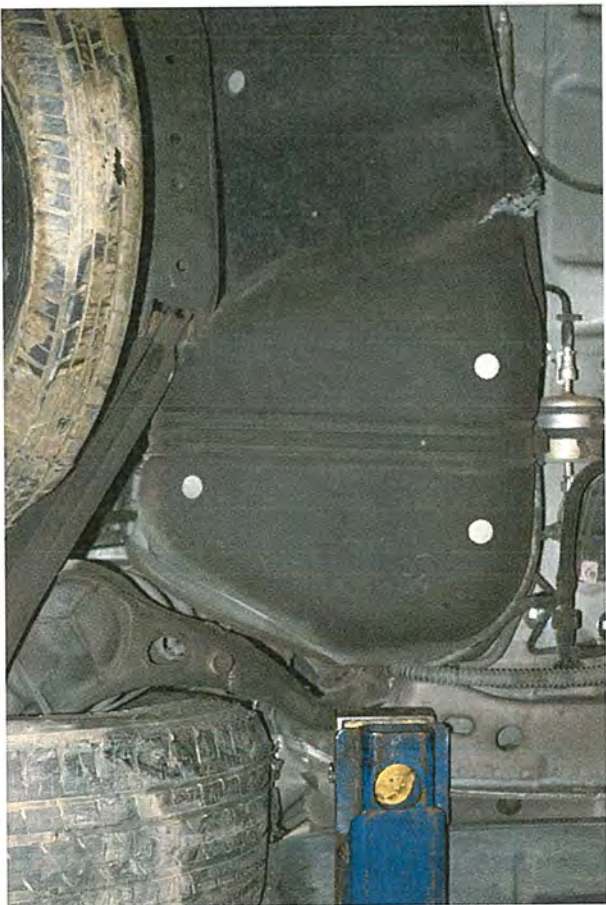
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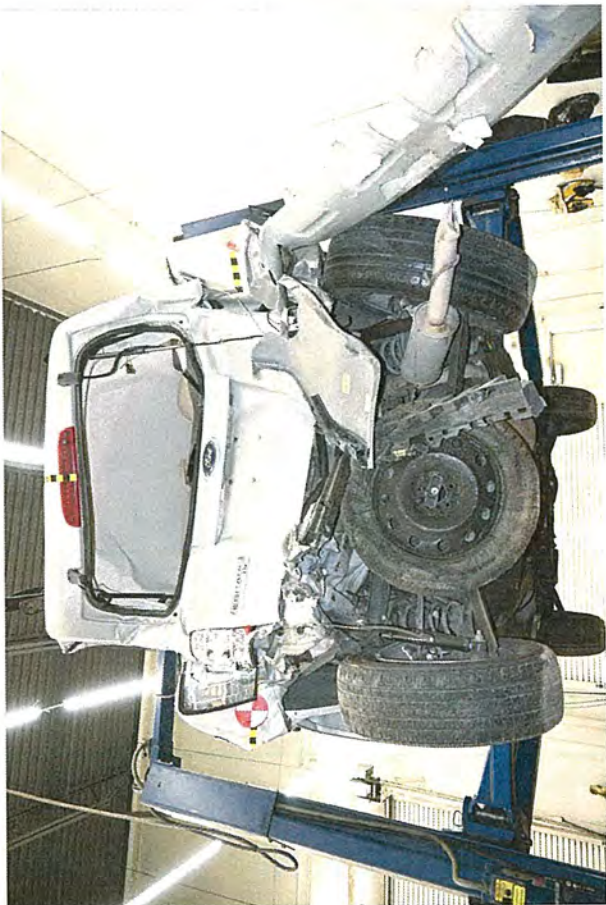
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12327PH_0463



12327PH_0460



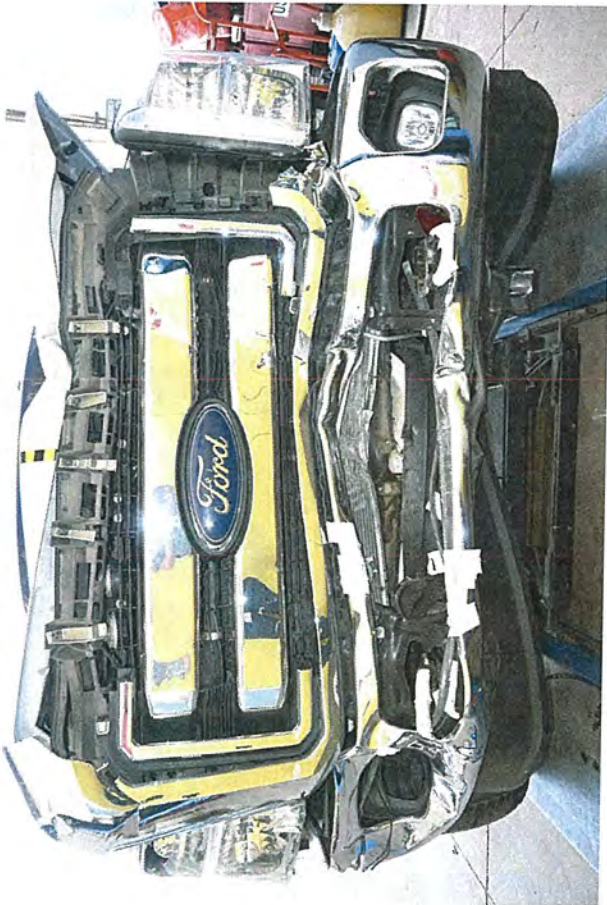
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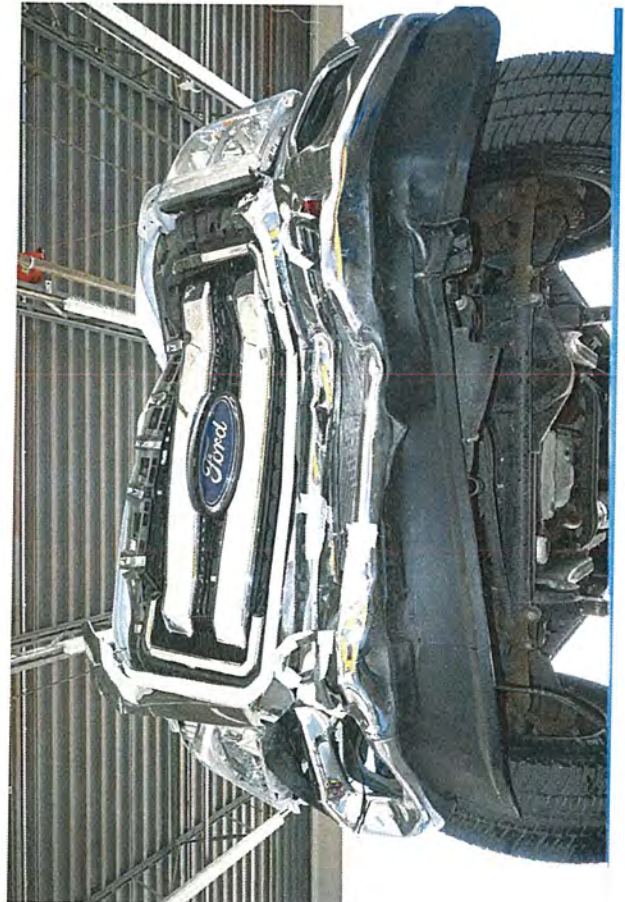
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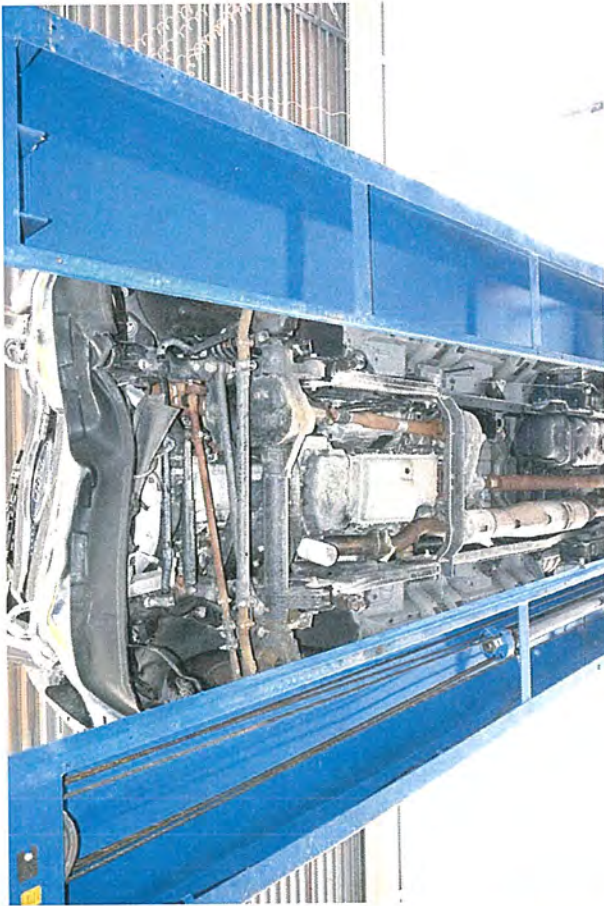
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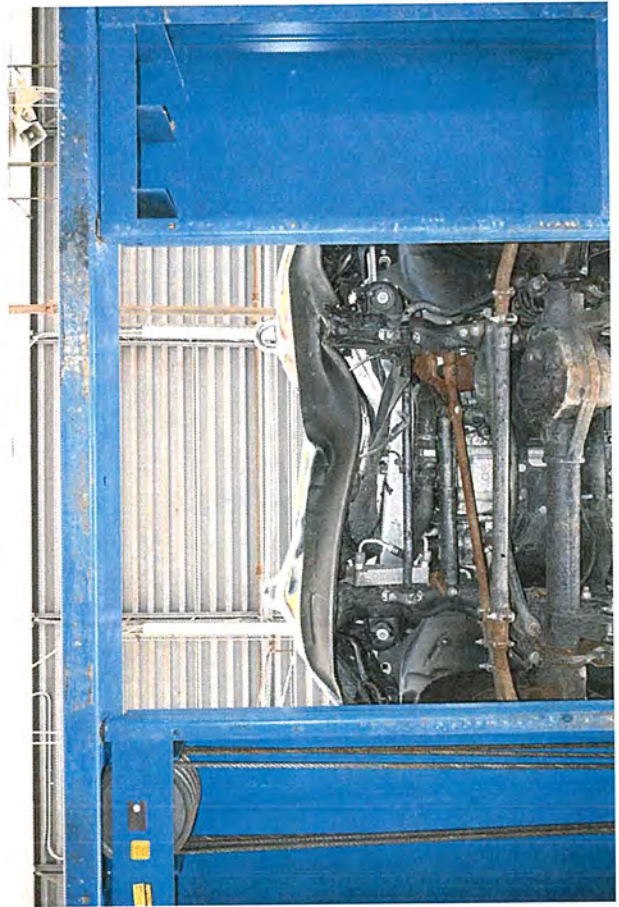
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12327PH_0466



12327PH_0469



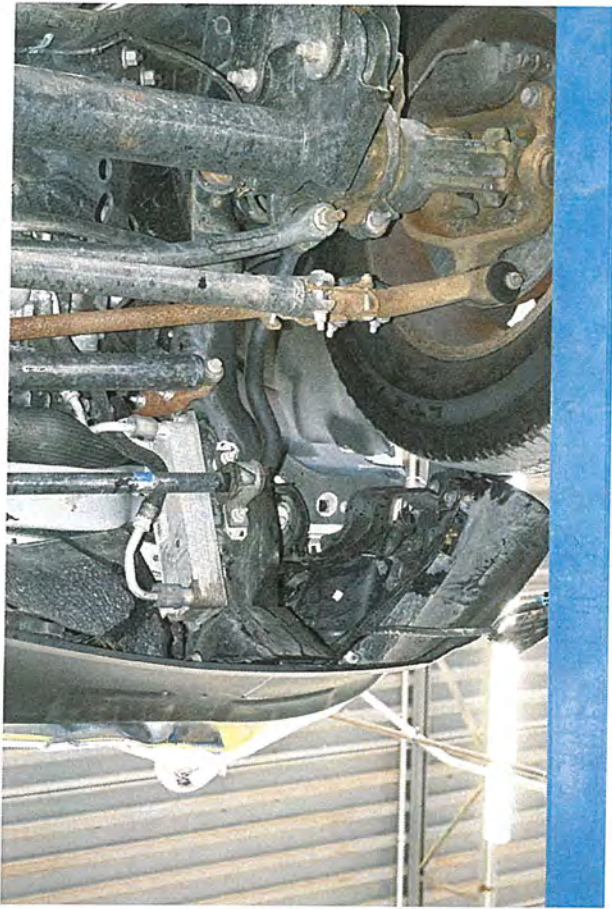
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12327PH_0479



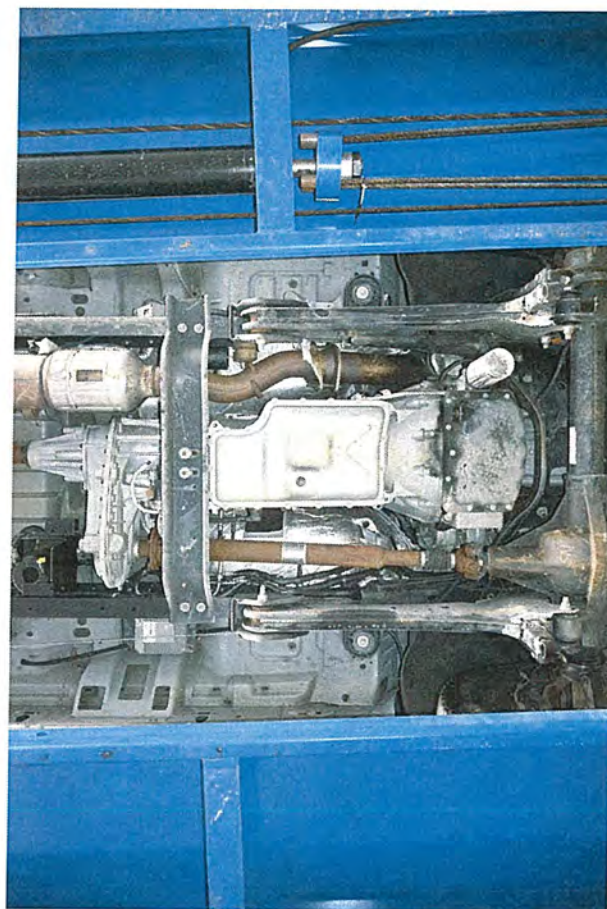
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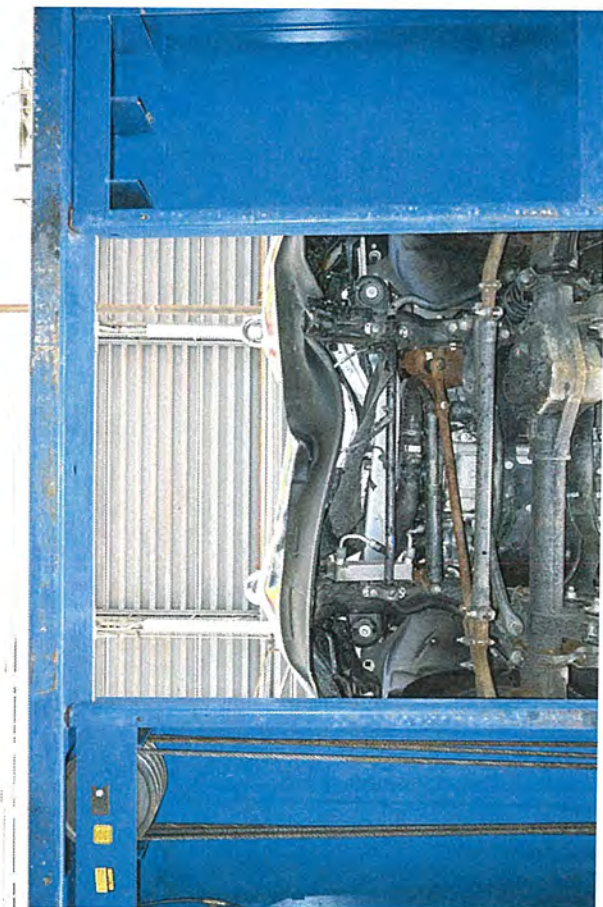
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12327PH_0483



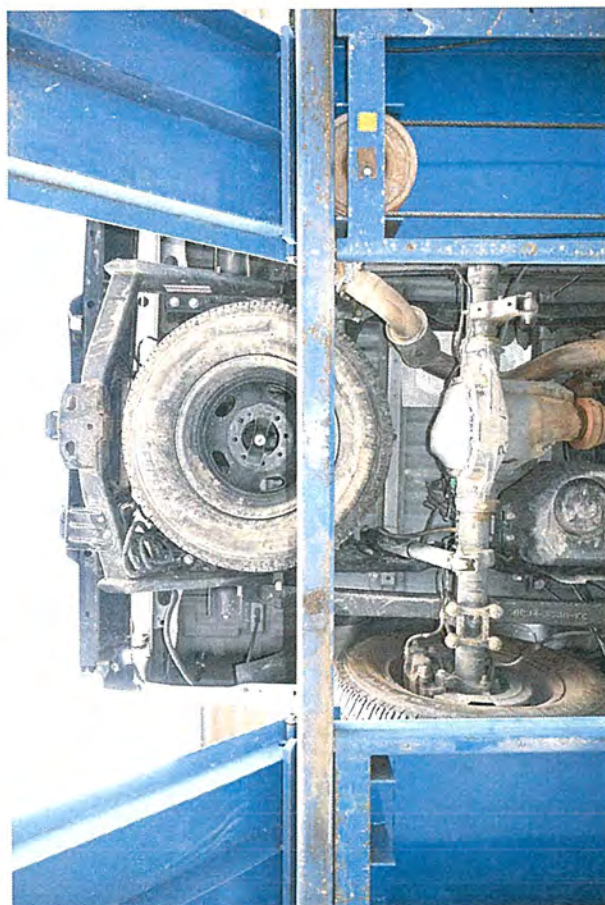
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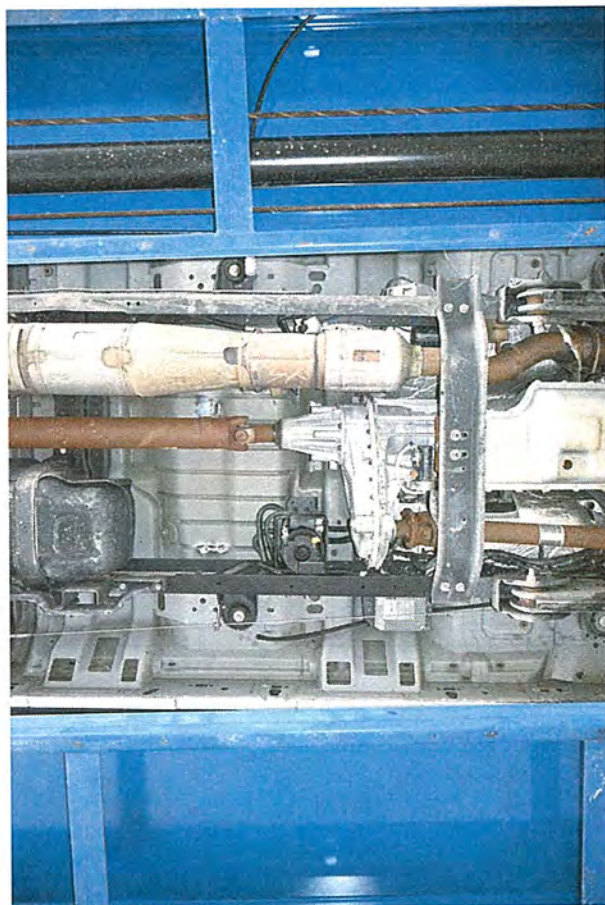
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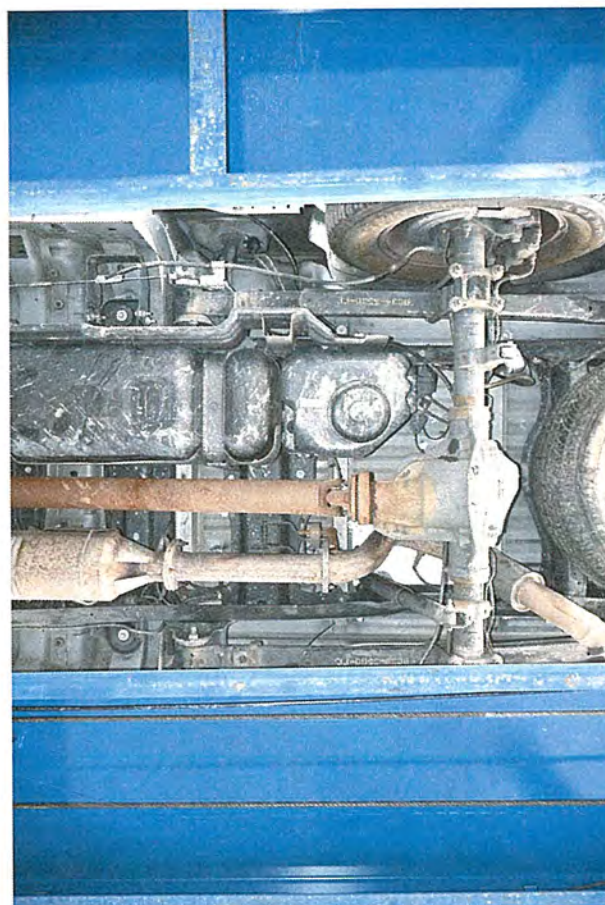
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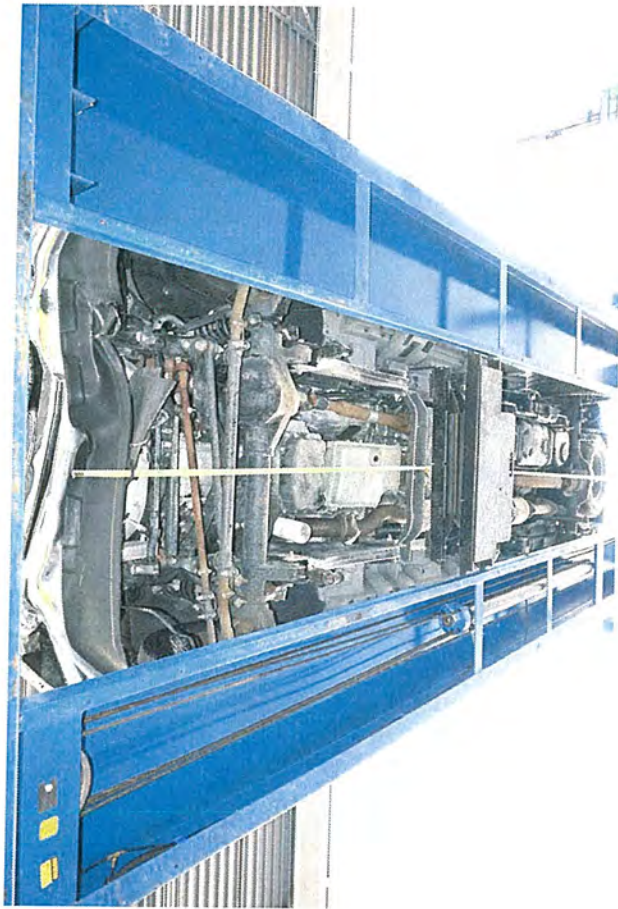
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12327PH_0484



12327PH_0486



12327PH_0489



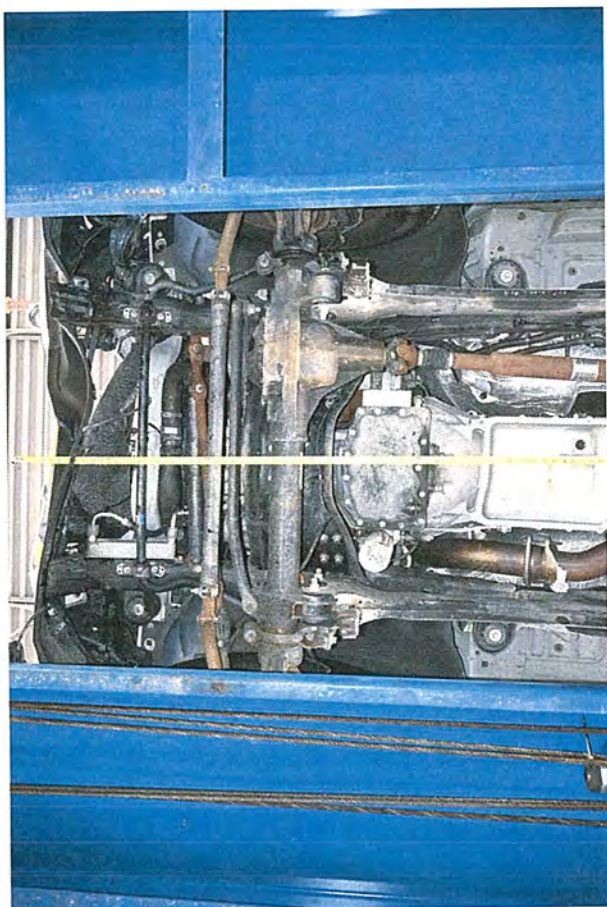
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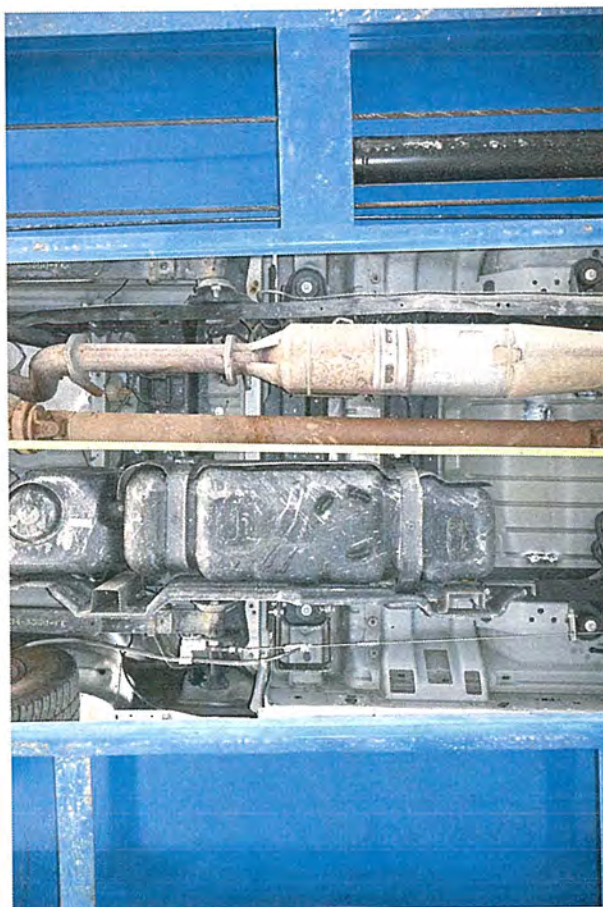
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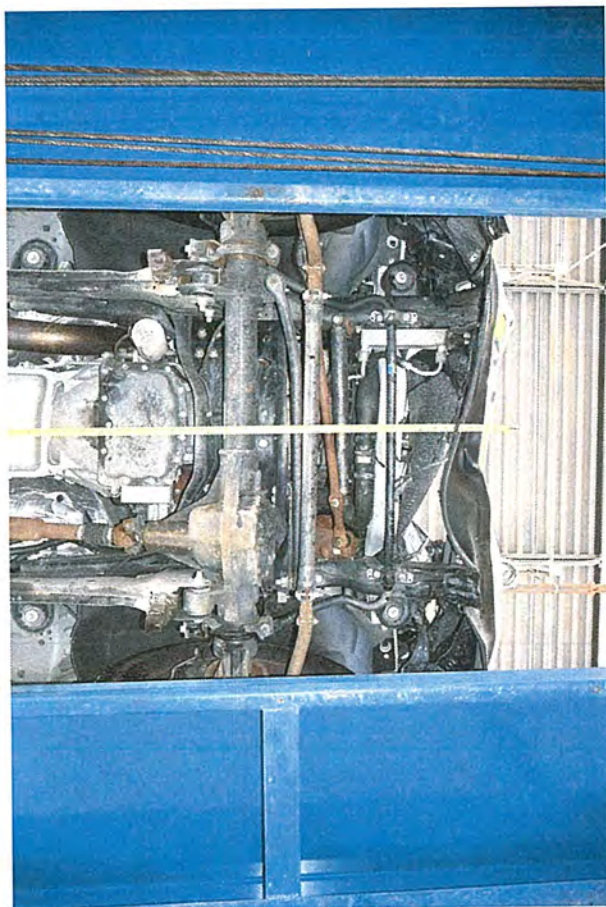
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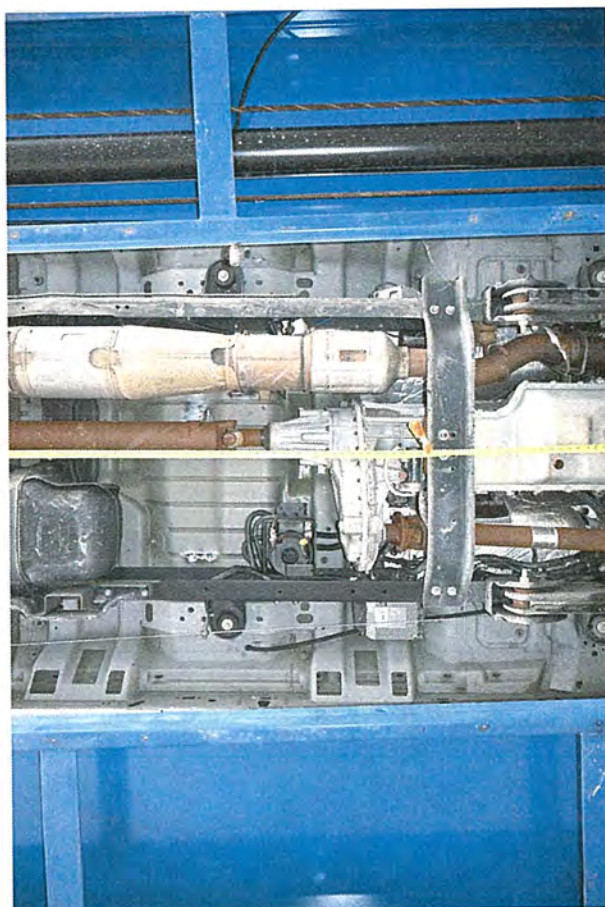
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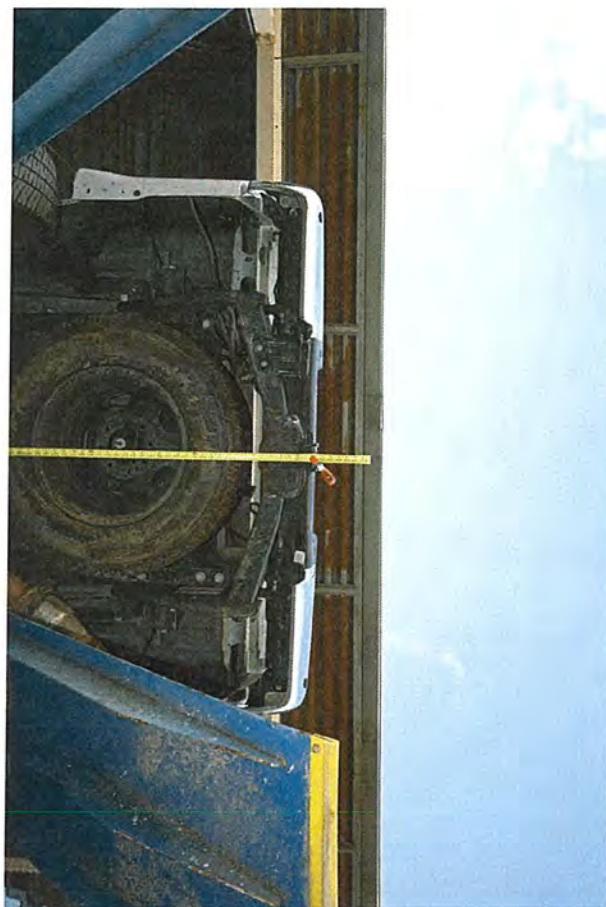
12327PH_0495



12327PH_0492



12327PH_0494



12327PH_0497



12327PH_0496



IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	1FT7W2BTXGED47610
User	C Crosby
Case Number	
EDR Data Imaging Date	05/15/2023
Crash Date	
Filename	1FT7W2BTXGED47610_ACM-POSTTEST.CDRX
Saved on	Monday, May 15 2023 at 15:40:37
Imaged with CDR version	Crash Data Retrieval Tool 23.1.1
Imaged with Software Licensed to (Company Name)	Exponent
Reported with CDR version	Crash Data Retrieval Tool 23.1.1
Reported with Software Licensed to (Company Name)	Exponent
EDR Device Type	Airbag Control Module
ACM Adapter Detected During Download	No
Event(s) recovered	locked frontal event

Comments

Post-test download
DLC connection
275/65R20 tires installed

The retrieval of this data has been authorized by the vehicle's owner, or other legal authority such as a court order or search warrant, as indicated by the CDR tool user on Monday, May 15 2023 at 15:40:37.

Data Limitations

Restraints Control Module Recorded Crash Events:

Deployment Events cannot be overwritten or cleared from the Restraints Control Module (RCM). Once the RCM has deployed any airbag device, the RCM must be replaced. The data from events which did not qualify as deployable events can be overwritten by subsequent events. The RCM can store up to two deployment events.

Airbag Module Data Limitations:

- Restraints Control Module Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced from the point of algorithm wake up. It is not the speed the vehicle was traveling before the event. Note that the vehicle speed is recorded separately five seconds prior to algorithm wake up. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change.
- Event Recording Complete will indicate if data from the recorded event has been fully written to the RCM memory or if it has been interrupted and not fully written.
- If power to the Airbag Module is lost during a crash event, all or part of the crash record may not be recorded.
- For 2011 Ford Mustangs, the Steering Wheel Angle parameter indicates the change in steering wheel angle from the previously recorded sample value and does not represent the actual steering wheel position.

Airbag Module Data Sources:

- Event recorded data are collected either INTERNALLY or EXTERNALLY to the RCM.
 - INTERNAL DATA is measured, calculated, and stored internally, sensors external to the RCM include the following:
 - > The Driver and Passenger Belt Switch Circuits are wired directly to the RCM.
 - > The Driver's Seat Track Position Switch Circuit is wired directly to the RCM.
 - > The Side Impact Sensors (if equipped) are located on the side of vehicle and are wired directly to the RCM.
 - > The Occupant Classification Sensor is located in the front passenger seat and transmits data directly to the RCM on high-speed CAN bus.
 - > Front Impact Sensors (right and left) are located at the front of vehicle and are wire directly to the RCM.
 - EXTERNAL DATA recorded by the RCM are data collected from the vehicle communication network from various sources such as Powertrain Control Module, Brake Module, etc.



02007_RCM-RC6_r002

**System Status at Time of Retrieval**

VIN as programmed into RCM at factory	1FT7W2BTXGED47610
Current VIN from PCM	1FT7W2BTXGED47610
Ignition cycle, download (first record)	7.536
Ignition cycle, download (second record)	N/A
Restraints Control Module Part Number	DC3T-14B321-DC
Restraints Control Module Serial Number	9024789300000000
Restraints Control Module Software Part Number (Version)	CT43-14C028-AB
Left/Center Frontal Restraints Sensor Serial Number	1CA487D0
Left Side Restraint Sensor 1 Serial Number	92962A20
Left Side Restraint Sensor 2 Serial Number	1CA0DC9C
Right Frontal Restraints Sensor Serial Number	00000000
Right Side Restraint Sensor 1 Serial Number	7D963720
Right Side Restraints Sensor 2 Serial Number	1CA092D3

System Status at Event (First Record)

Recording Status	Locked Record
Complete file recorded (yes,no)	Yes
Multi-event, number of events (1,2)	1
Time from event 1 to 2 (msec)	N/A
Lifetime Operating Timer at event time zero (seconds)	8,833.695
Key-on Timer at event time zero (seconds)	325
Vehicle voltage at time zero (Volts)	12.312
Energy Reserve Mode entered during event (Y/N)	No
Time Driver Front Satellite Sensor Lost Relative to Time Zero (msec)	16.5



Faults Present at Start of Event (First Record)

No Faults Recorded

**Deployment Data (First Record)**

Frontal airbag deployment, time to first stage deployment, driver (msec)	21.5
Pretensioner (retractor) deployment, time to fire, driver (msec)	8.5
Frontal airbag deployment, time to first stage deployment, front passenger (msec)	21.5
Pretensioner (retractor) deployment, time to fire, right front passenger (msec)	8.5
Maximum delta-V, longitudinal (MPH [km/h])	-17.96 [-28.90]
Time, maximum delta-V longitudinal (msec)	300
Maximum delta-V, lateral (MPH [km/h])	1.75 [2.81]
Time, maximum delta-V lateral (msec)	300
Left or center front, satellite Sensor discriminating deployment	Yes
Left or center, front satellite Sensor safing	Yes
Right, front satellite sensor discriminating deployment	Yes
RCM, front sensor discriminating deployment	Yes
RCM, front sensor safing	Yes
Longitudinal Delta-V Time Zero Offset	4.0 ms
Lateral Delta-V Time Zero Offset	4.0 ms
Roll Angle Time Zero Offset	44.0 ms

**Pre-Crash Data -1 sec (First Record)**

Ignition cycle, crash	7.532
Frontal air bag warning lamp, on/off	Off
Frontal air bag suppression switch status, front passenger	Not Active
Safety belt status, driver	Driver Buckled
Brake Telltale	On
ABS Telltale	Off
Powertrain Wrench Telltale	Off
Speed Control Telltale	Off
MIL Telltale	On



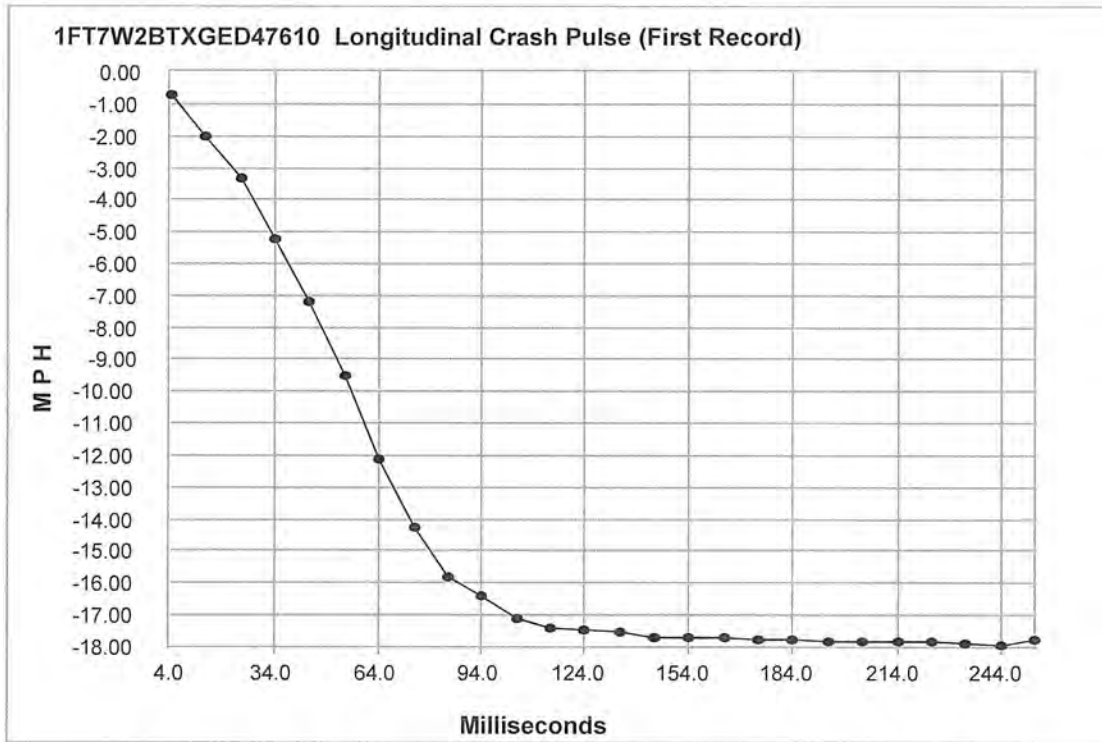
Pre-Crash Data -5 to 0 sec [2 samples/sec] (First Record)

Times (sec)	Speed vehicle indicated MPH [km/h]	Accelerator pedal, % full	Service brake, on/off	Engine RPM	ABS activity (engaged, non-engaged)	Brake Powertrain Torque Request	Driver Gear Selection
- 5.0	43 [70]	0.0	Off	0	non-engaged	No	Neutral
- 4.5	45 [72]	0.0	Off	0	non-engaged	No	Neutral
- 4.0	46 [74]	0.0	Off	0	non-engaged	No	Neutral
- 3.5	47 [75]	0.0	Off	0	non-engaged	No	Neutral
- 3.0	47 [75]	0.0	Off	0	non-engaged	No	Neutral
- 2.5	47 [76]	0.0	Off	0	non-engaged	No	Neutral
- 2.0	47 [76]	0.0	Off	0	non-engaged	No	Neutral
- 1.5	48 [77]	0.0	Off	0	non-engaged	No	Neutral
- 1.0	48 [77]	0.0	Off	0	non-engaged	No	Neutral
- 0.5	48 [78]	0.0	Off	0	non-engaged	No	Neutral
0.0	48 [78]	0.0	Off	0	non-engaged	No	Neutral



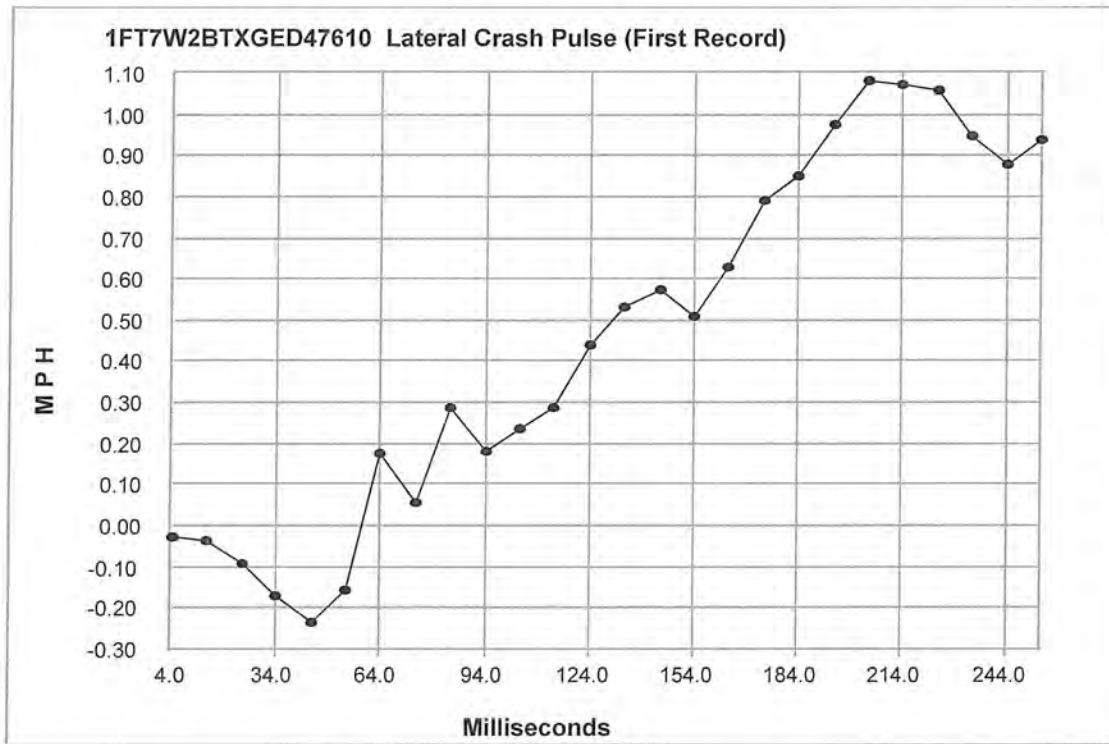
Pre-Crash Data -5 to 0 sec [10 samples/sec] (First Record)

Times (sec)	Steering Wheel Angle (degrees)	Stability Control Lateral Acceleration (g)	Stability Control Longitudinal Acceleration (g)	Stability Control Yaw Rate (deg/sec)	Stability Control Roll Rate (deg/sec)
- 5.0	6.5	0.012	0.057	1.5	3.62
- 4.9	6.8	0.022	0.062	1.62	0.62
- 4.8	7.8	0.049	0.054	0.75	-1.87
- 4.7	8.5	0.012	0.046	0.62	-2.12
- 4.6	8.5	-0.029	0.059	0.37	-2.75
- 4.5	7.6	-0.011	0.04	0.12	0.25
- 4.4	6.8	-0.09	0.079	-0.25	2.5
- 4.3	6.7	0.023	0.04	-1.62	0.0
- 4.2	6.1	-0.007	0.022	-0.5	1.25
- 4.1	5.5	0.009	0.019	1.12	4.12
- 4.0	6.6	0.046	0.035	1.25	0.75
- 3.9	8.5	0.012	0.059	0.5	1.87
- 3.8	8.5	0.037	-0.018	0.5	-1.62
- 3.7	8.6	-0.06	0.04	0.62	-0.37
- 3.6	7.6	0.028	0.032	0.0	0.75
- 3.5	6.1	-0.132	-0.058	0.0	2.62
- 3.4	5.8	-0.012	0.019	1.12	2.12
- 3.3	6.3	0.03	-0.041	1.25	0.75
- 3.2	6.6	-0.071	-0.135	0.5	1.37
- 3.1	6.7	0.055	0.079	0.12	0.12
- 3.0	6.7	-0.015	0.019	0.62	1.37
- 2.9	7.5	-0.038	0.0	0.75	1.62
- 2.8	8.1	-0.054	0.027	0.5	-0.62
- 2.7	7.7	0.013	0.04	0.75	-0.37
- 2.6	7.0	-0.019	-0.053	-0.12	-0.62
- 2.5	6.6	-0.078	-0.018	-0.5	0.75
- 2.4	5.8	-0.087	0.0	-0.87	2.0
- 2.3	5.8	0.003	0.0	0.12	0.5
- 2.2	5.8	-0.089	-0.043	-0.5	1.37
- 2.1	5.3	-0.068	-0.036	-0.75	3.5
- 2.0	5.6	0.038	0.059	0.75	3.37
- 1.9	6.2	0.048	0.0	3.12	2.75
- 1.8	8.8	0.071	0.0	2.25	0.87
- 1.7	9.7	0.034	0.046	1.62	0.12
- 1.6	9.5	0.01	0.032	0.87	-1.25
- 1.5	9.1	-0.069	-0.095	-0.75	-1.62
- 1.4	6.8	-0.081	0.012	-0.5	0.62
- 1.3	3.8	-0.107	0.002	-0.12	2.25
- 1.2	4.2	-0.104	-0.063	-1.0	2.12
- 1.1	4.1	-0.066	-0.039	-1.0	-0.25
- 1.0	4.0	-0.124	-0.055	-0.62	1.25
- 0.9	4.0	-0.028	0.007	-0.5	5.0
- 0.8	3.8	-0.007	0.0	0.5	6.75
- 0.7	6.1	-0.03	0.04	1.87	6.37
- 0.6	9.2	0.132	0.044	2.12	0.37
- 0.5	9.0	0.132	-0.013	2.0	-4.12
- 0.4	9.8	-0.003	0.0	1.62	-3.0
- 0.3	10.7	0.032	0.082	1.25	-2.37
- 0.2	8.0	0.002	0.0	-0.25	-1.75
- 0.1	7.3	-0.142	-0.066	-1.12	1.75
0.0	5.2	-0.07	0.0	-0.25	2.12



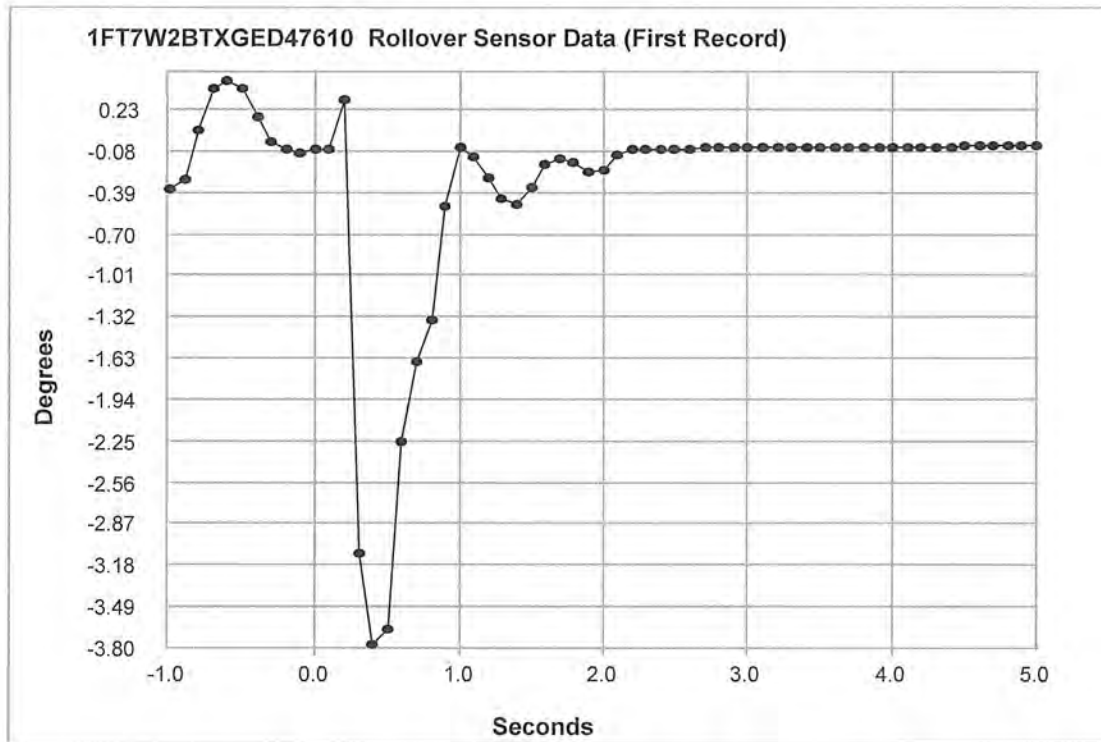
Longitudinal Crash Pulse (First Record)

Time (msec)	Delta-V, longitudinal (MPH)	Delta-V, longitudinal (km/h)
4.0	-0.69	-1.11
14.0	-2.02	-3.26
24.0	-3.35	-5.39
34.0	-5.24	-8.44
44.0	-7.17	-11.55
54.0	-9.48	-15.25
64.0	-12.12	-19.51
74.0	-14.26	-22.95
84.0	-15.78	-25.39
94.0	-16.42	-26.42
104.0	-17.10	-27.52
114.0	-17.38	-27.97
124.0	-17.45	-28.08
134.0	-17.55	-28.25
144.0	-17.69	-28.47
154.0	-17.73	-28.54
164.0	-17.71	-28.50
174.0	-17.76	-28.58
184.0	-17.77	-28.60
194.0	-17.81	-28.66
204.0	-17.84	-28.72
214.0	-17.81	-28.66
224.0	-17.85	-28.72
234.0	-17.91	-28.82
244.0	-17.92	-28.84
254.0	-17.75	-28.57



Lateral Crash Pulse (First Record)

Time (msec)	Delta-V, lateral (MPH)	Delta-V, lateral (km/h)
4.0	-0.03	-0.05
14.0	-0.04	-0.06
24.0	-0.09	-0.15
34.0	-0.17	-0.27
44.0	-0.24	-0.38
54.0	-0.16	-0.25
64.0	0.18	0.28
74.0	0.06	0.09
84.0	0.29	0.46
94.0	0.18	0.29
104.0	0.24	0.38
114.0	0.29	0.46
124.0	0.44	0.71
134.0	0.53	0.86
144.0	0.57	0.92
154.0	0.51	0.82
164.0	0.63	1.01
174.0	0.79	1.27
184.0	0.85	1.37
194.0	0.97	1.57
204.0	1.08	1.74
214.0	1.07	1.72
224.0	1.06	1.70
234.0	0.95	1.52
244.0	0.88	1.41
254.0	0.94	1.51



Rollover Sensor Data (First Record)

Time (sec)	Vehicle roll angle (degrees)
-1.0	-0.36
-0.9	-0.29
-0.8	0.08
-0.7	0.38
-0.6	0.44
-0.5	0.39
-0.4	0.17
-0.3	0.0
-0.2	-0.07
-0.1	-0.1
0.0	-0.07
0.1	-0.07
0.2	0.29
0.3	-3.09
0.4	-3.77
0.5	-3.66
0.6	-2.26
0.7	-1.66
0.8	-1.34
0.9	-0.49
1.0	-0.05

Time (sec)	Vehicle roll angle (degrees)
1.1	-0.13
1.2	-0.28
1.3	-0.44
1.4	-0.48
1.5	-0.35
1.6	-0.18
1.7	-0.14
1.8	-0.16
1.9	-0.24
2.0	-0.22
2.1	-0.1
2.2	-0.07
2.3	-0.07
2.4	-0.07
2.5	-0.07
2.6	-0.07
2.7	-0.06
2.8	-0.06
2.9	-0.06
3.0	-0.06
3.1	-0.06

Time (sec)	Vehicle roll angle (degrees)
3.2	-0.06
3.3	-0.06
3.4	-0.06
3.5	-0.06
3.6	-0.06
3.7	-0.06
3.8	-0.06
3.9	-0.06
4.0	-0.06
4.1	-0.06
4.2	-0.06
4.3	-0.06
4.4	-0.05
4.5	-0.04
4.6	-0.04
4.7	-0.04
4.8	-0.04
4.9	-0.04
5.0	-0.04



Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

02 00 00 00

44 43 33 54 2D 31 34 42 33 32 31 2D 44 43 00 00 00 00 00 00 00 00 00 00

39 30 32 34 37 38 39 33 30 30 30 30 30 30 30 30

43 54 34 33 2D 31 34 43 30 32 38 2D 41 42 00 00 00 00 00 00 00 00 00 00

1C A4 87 D0 00 00 00 00 00 00 00 00 00 00 00 00

92 96 2A 20 00 00 00 00 00 00 00 00 00 00 00 00

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7D 96 37 20 00 00 00 00 00 00 00 00 00 00 00 00

1C A0 92 D3 00 00 00 00 00 00 00 00 00 00 00 00

31 46 54 37 57 32 42 54 58 47 45 44 34 37 36 31 30

31 46 54 37 57 32 42 54 58 47 45 44 34 37 36 31 30 00 00 00 00 00 00 00



Event Record 1

C0	E1	04	00	B1	01	00	00	E8	F3	04	00	93	E8	04	00	2F	ED	04	00	C6	F3	04	00	7E	FA	04	00
81	02	05	00	B5	0B	05	00	24	13	05	00	6A	18	05	00	A2	1A	05	00	0D	1D	05	00	FB	1D	05	00
39	1E	05	00	96	1E	05	00	12	1F	05	00	35	1F	05	00	21	1F	05	00	4D	1F	05	00	56	1F	05	00
77	1F	05	00	98	1F	05	00	7C	1F	05	00	9C	1F	05	00	D4	1F	05	00	DB	1F	05	00	45	1F	05	00
26	1E	FB	FF	1F	1E	FB	FF	EF	1D	FB	FF	A9	1D	FB	FF	6E	1D	FB	FF	B3	1D	FB	FF	DC	1E	FB	FF
73	1E	FB	FF	3F	1F	FB	FF	DF	1E	FB	FF	13	1F	FB	FF	40	1F	FB	FF	C7	1F	FB	FF	1B	20	FB	FF
3F	20	FB	FF	04	20	FB	FF	70	20	FB	FF	FE	20	FB	FF	37	21	FB	FF	AA	21	FB	FF	A2	22	FB	FF
FA	21	FB	FF	EF	21	FB	FF	8B	21	FB	FF	4D	21	FB	FF	82	21	FB	FF	EB	FD	DB	FD	A3	FD	AF	FD
04	FE	1C	FE	1C	FE	1C	FE	1A	FE	1A	FE	26	FE	26	FE	26	FE	26	FE	26	FE	26	FE	26	FE	26	FE
26	FE	26	FE	26	FE	26	FE	26	FE	26	FE	26	FE	26	FE	26	FE	2C	FE	30	FE	30	FE	30	FE	30	FE
30	FE	30	FE	4C	FD	85	FE	60	FF	88	FF	64	FF	CC	FE	4C	FE	20	FE	07	FE	1A	FE	1A	FE	1A	FE
22	FF	A8	F5	BE	F3	0D	F4	FC	F7	AA	F9	8B	FA	ED	FC	2A	FE	F2	FD	85	FD	15	FD	15	FC	52	FD
D1	FD	EB	3E	D0	3E	C9	3E	B4	3E	C1	3E	C4	3E	CE	3E	D5	3E	D5	3E	CC	3E	C4	3E	C3	3E	BD	3E
B7	3E	C2	3E	D5	3E	D5	3E	D6	3E	CC	3E	BD	3E	BA	3E	BF	3E	C2	3E	C3	3E	C3	3E	CB	3E	D1	3E
CD	3E	C6	3E	C2	3E	BA	3E	BA	3E	BA	3E	B5	3E	B8	3E	BE	3E	D8	3E	E1	3E	DF	3E	DB	3E	C4	3E
A6	3E	AA	3E	A9	3E	A8	3E	A8	3E	A6	3E	BD	3E	DC	3E	DA	3E	E2	3E	22	08	D0	07	8E	07	D0	07
09	08	0E	08	06	08	FE	07	0B	08	F8	07	1F	08	F8	07	E6	07	E3	07	F3	07	0B	08	BE	07	F8	07
F0	07	96	07	E3	07	A7	07	49	07	1E	08	E3	07	D0	07	EB	07	F8	07	9B	07	BE	07	D0	07	D0	07
A5	07	AC	07	0B	08	D0	07	D0	07	FE	07	F0	07	71	07	DC	07	D2	07	91	07	A9	07	99	07	D7	07
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C5	07	76	07	E7	07	C9	07	D9	07	FE	07	DC	07	F5	07	94	07	EC	07	4C	07	C4	07	EE	07	89	07
07	08	C1	07	AA	07	9A	07	DD	07	BD	07	82	07	79	07	D3	07	77	07	8C	0						

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Event Record 2

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